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BALTIMORE, MARCH 16, 1905.

ILL-READ.

To what errors will not a cotton broker be led? A circular credited to Mr. Theodore H. Price of New York seems to think that a complete volte-face is indicated in the following, which he quotes from the MANUFACTURERS' RECORD of March 9:

The safe rule, and it cannot be repeated too often, is for the individual grower to plant just as much land in cotton as his facilities for cultivating and gathering permit after he has seen to it that his corncrib and his larder shall be filled from home resources to the best of his ability.

The context of the circular seems to indicate that Mr. Price is under an impression that such advice is something new for the MANUFACTURERS' RECORD to give. If such be the case, Mr. Price has not had the advantage of reading the MANUFACTURERS' RECORD regularly, or, if he has read it, he is unable to understand what he reads. The advice given last week is strictly in line with that repeatedly given by the MANUFACTURERS' RECORD during many years. If Mr. Price will only glance through its columns of the past few months he will discover how mistaken he is. For instance, discussing in its issue of December 15 last the question of acreage reduction, the MANUFACTURERS' RECORD said:

It can only repeat on that point the advice which it has been giving for many years, that growers plant only as great an acreage as they can cultivate and harvest profitably, regardless of manipulations of the market.

In its issue of December 22, alluding to contradictions in the situation, it said:

Above all looms the determination to apply more science practically to the culture of the crop and to place the handling of it upon a strictly economic and business basis.

In its issue of January 19 in advance of the New Orleans convention it said:

There is nothing in the situation weakening the force of the arguments long advanced, that the safest and sanest policy is for the individual farmer to provide for his own supply of foodstuffs and feedstuffs, and to devote whatever time and energy he may still have at his disposal to get the best possible returns from his cotton acreage. The most satisfactory reduction of cotton acreage is that which comes from an increased acreage

in other crops, added to the most thorough cultivation of the cotton. Full corncribs and smokehouses strengthen ability of planters to be independent of manipulations in the cotton markets.

Referring March 2 to the manifestations in nearly 1000 letters from Southern bankers of widespread determination of the Southern farmers to decrease the acreage in cotton this season, it said:

If that determination is equaled by a determination to devote an acreage equal to this decrease to an increase in home-raised foodstuffs and feedstuffs or to small fruits and early vegetables, and to give greater attention than ever to poultry and live-stock, the South will enter the year 1906 in better condition than has ever been its lot.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 65, 66 and 67.

NURSING INDUSTRIES.

Some weeks ago the MANUFACTURERS' RECORD mentioned Dallas as one of several Southern cities considering propositions for the attraction of new industries. A dispatch from Dallas now announces that the Commercial Club of that city has taken steps for the formation of a corporation with a capital of \$100,000 to insure the location of factories there by taking a part of the stock of substantial enterprises. This is a move in strict accord with the conviction that in the matter of manufacturing advance Providence helps cities that are inclined to help themselves, a conviction belonging to old cities as well as to those which are comparatively young in industry. In that respect Worcester, Mass., is a striking illustration. More than 50 years ago William T. Merrifield conceived the idea of erecting a large building, equipping its rooms with power from a common center and renting them to mechanics without sufficient capital to start a separate establishment, but yet moved by a purpose and ability to take advantage of just such an opportunity to start an industry. His experiment was eminently successful, and he was compelled to enlarge the borders of his building several times before they were burned in 1854. The story of that notable enterprise is told in the current issue of the Worcester Magazine dealing with a plan for an expansion of the idea in modern buildings well lighted and electrically equipped. It says that this plan is considered the most practical proposition for the business growth and expansion of Worcester. It recalls the fact that of the 1100 varied manufacturing plants of Worcester many of them were rocked in what is locally called "the cradle of industry" established by Merrifield. And it argues that if the plan was a success 50 years ago, when Worcester had a population of less than 25,000, it is fair to believe that with a present population of more than 130,000 it would be an absolutely guaranteed success, especially when modern ideas of power

transmission are considered. Providence, R. I.; Philadelphia, Pa., and other cities have just such industrial nurseries, and their successful experience should be an inspiration for Southern cities which have yet to make their real industrial history.

SOUTHERN PROSPERITY.

After a pretty thorough journey over the Southwest, and especially through the territory traversed by the Gould lines, Mr. George J. Gould has expressed satisfaction with railroad prospects. He found in Texas much cotton waiting for a favorable market to be shipped, and he described the conditions in that State as decidedly "bullish." He is looking and preparing for an unusually heavy tonnage movement within the next few months from the Southwest. Gen. John Gill, president of the Mercantile Trust & Deposit Co. of Baltimore, was quoted the other day after a visit to the South as finding there greater and more substantial improvement, with increasing indications of the growing solidity of industrial interests. About the same time Col. Robert J. Lowry, president of the Lowry National Bank of Atlanta, pointed in Baltimore to the ability of cotton-growers to hold their cotton for normal prices as a sign that the South is getting wealthy. He said that many planters have stored away cotton on which not a cent has been borrowed, and compared that situation with the one where cotton had to be turned into cash as soon as it was picked. Other direct testimony as to healthy Southern conditions is given in the movement of settlers to that quarter. Mr. W. A. Henderson of Mobile, of the land and industrial department of the Southern Railway, finds that never before in the history of the South has there been such a wholesome demand for industrial plants of all kinds, for farm lands and for timber, coal and ore lands. He is reported as saying at Birmingham that his office is overrun with letters asking information about locations for plants and opportunities for investment, and that during the past eight months his company has brought a couple of thousand persons to Alabama who are buying land for various purposes. This practical interest in the South has been noted also by Mr. M. A. Hays of the company's office at Chicago. There is activity in immigration at many points in the South, and there is every reason to believe that the movement will add materially to Southern development in many lines and that the newcomers will be in a position to enjoy the full benefits growing therefrom.

In renewing his subscription to the MANUFACTURERS' RECORD President D. D. Davies of the Cullowhee (N. C.) Copper Co. writes:

We are pleased to have received the MANUFACTURERS' RECORD for the past two years, and appreciate what it is doing for the South. Success to the MANUFACTURERS' RECORD! We admired the issue of the MANUFACTURERS' RECORD the week following the great fire—a marvelous publication.

RAILROADS AND PROGRESS.

Railroad interests in Texas have been deeply concerned over taxation projects before the legislature. Bearing upon them and upon the inclination in some quarters to regard the railroads as tax-burden bearers, the Houston Chronicle says:

In 1845, when Texas first became a State, and for nearly 15 years afterwards, there was not a foot of railroad within her borders, and her entire population at the beginning of the war did not exceed perhaps a half-million.

Her area was then as large, her soil as fertile, her climate as genial and her attractions in every way as great as they are now, yet her growth and development lagged for lack of transportation facilities.

Five years after the close of the war, in 1870, she had only 711 miles of railroad and 815,000 population, or a little over a mile of railway to each 1100 inhabitants. At the same time her taxable values were \$170,473,778.

In 1888 she had 3244 miles of railroad, 1,591,349 population and \$311,470,736 taxable values.

In 1890 she had 8770 miles of railroad, 2,235,523 population and \$782,111,883 taxable values.

In 1900 she had 9784 miles of railroad, 3,082,288 population and \$914,007,324 taxable values.

She has today more than 11,500 miles of railroad, a population (estimated) of 3,500,000 and over twelve hundred millions (\$1,200,000,000) of taxable values.

In 35 years her railroad mileage has increased in round number 11,000 miles, her population has increased 2,600,000 and her taxable values over \$900,000,000.

Whereas in 1870 she had a mile of railway to each 1100 population, in 1905 she has a mile of railway to each 300 of population, although population has increased over two and one-half millions.

In 1870 her taxable wealth per capita was little less than \$200; in 1905 it was a little more than \$300.

In the time that her railroad mileage increased 11,000 miles, her taxable values increased some hundred millions, or about \$81,000 increase of taxable values for every mile of railway constructed, and an increase of about 235 inhabitants to every mile of railway.

No better evidence probably of the direct connection between railroad construction and the increased basis for legitimate taxation in a State could probably be presented, and the Chronicle reinforces it by recalling the opening to settlement and purposes of agriculture vast stretches equal in area the territory of some States which but for the railroads would have remained feeding-grounds for buffalo, the populating of many counties now prosperous and rapidly developing which but for the railroads would not yet have been organized, and the building of many miles of railroad over trackless, uninhabited plains which for years did not return in freight and passenger service sufficient to pay the expenses of operation. It estimates, too, that if every acre of the millions of acres granted by Texas to encourage railroad building were valued at \$10 the aggregate value would not amount to one-half of the increase in taxable wealth.

Texas is a good example of a State placed upon the highway of progress in direct consequence of railroad construction. The railroads recognize the potentialities of the State as a wealth producer and a maker of traffic, and have not been slow to avail themselves of the opportunities granted there. They have

recognized, for that much of their building must be for the future, and that in the meantime they must operate at a disadvantage. Such disadvantage should not be artificially enhanced by undue taxation, crippling the operations of existing roads and checking their plans to meet increasing traffic demands, and, at the same time, halting new railroad projects. Twenty-five years ago Massachusetts had one mile of rail for every four square miles of territory. Texas has today but one mile for every 22 square miles of territory. There is no reason why Texas should not have some day a railroad mileage proportionate to that of Massachusetts, with proportionate wealth in consequence thereof. Such a situation, however, will not be induced by shortsighted, illiberal legislation in Texas or in any other State.

TO INCREASE USE OF COTTON.

An interesting development in the agitation toward increasing the use of cotton is a resolution of the South Carolina branch of the Southern Wholesale Grocers' Association in favor of cotton sacks instead of other coverings whenever possible. The grounds for the resolution are that empty cotton sacks are of more value to the consumer than jute sacks; that cotton is a product of the South, while India supplies burlaps, and that following the resolution would create a more general demand for cotton. It is further pointed out by advocates of the plan that great loss has resulted from the tearing of burlap bags in shipments of rice, grist, cornmeal, sugar, salt, etc., and that the substitution of cotton bags would cost but little compared with the loss in weight through shipments in other materials, to say nothing of further uses to which cotton bags may be put. It is interesting to recall the fact that this suggestion is in line with one made half a century ago, that if cotton should be used in the manufacture of mattresses 525,000 additional bales a year would be required. Since then the market for cotton has widened enormously with the use of that material in place of linen and wool, in the manufacture of khaki for army and navy uniforms and in its antiseptic form in surgery on the battlefields and in hospitals, in tarpaulin, in belting, in shoe-linings, in fire-hose, garden-hose and vehicle tires, in coverings of fine tobaccos, flowers and early vegetables, in coverings for steam pipes and in the manufacture of blankets, carpets, etc. Its use in bags for tobacco, sugar, salt and flour has already been recognized as serviceable, and it will be interesting to follow the effects of the suggestion at Charleston for an increase in that particular.

IT WOULD BE TOO BAD.

The Columbia (S. C.) State alludes to "illogical ramblings occasionally in the MANUFACTURERS' RECORD" regarding the "Conference for Education in the South." The Columbia State surely does not wish the MANUFACTURERS' RECORD to take a hand in the affair for which the Columbia State is laboring in the face of so many evident difficulties at Columbia. If it were worth the space and time we might find relaxation in commenting upon an amount of misinformation about the Oden Movement which the Columbia State has been misled into publishing during the past two or three years, and, indeed, not later than March 11, 1905, with regrettable effect upon some of its readers. But we are too busy with matters of importance to the South to undertake the hopeless task of turning our contemporary from the error of its way on this point.

Later on we may be led to recall a few facts, but in the meantime the State must be left to discover through sad experience how it has been fooled, as has happened before to it in its sociological undertakings. Remember Marie Van Vorst.

THE QUEST FOR GULF TERMINALS

In all probability the current year will witness some important developments in the railroad world with respect to terminals along the Gulf of Mexico. The growth of import and export business during the last few years at New Orleans and Galveston has directed toward those cities, as well as to other ports along the Gulf, the attention of railroad companies comparatively remote from them and has caused expectations and reports that such corporations will either acquire lines of connection or else build their own extensions to reach tidewater outlets on the south. Undoubtedly the preparations to build the Panama canal have also stimulated interest in possible export terminals along the Gulf, because it is anticipated that when the waterway is completed a considerable trade will spring up between this country and the west coast of South America, as well as with oriental ports, which will result in a demand for shipments in and out via the Gulf. The Missouri Pacific system has nearly completed its direct line to New Orleans down the west bank of the Mississippi river, and when it is finished it will give entrance to the Crescent City not only to the Missouri Pacific Railway, but also to the St. Louis & San Francisco Railroad, which will have traffic rights over it, although it is the purpose of the Frisco to eventually build its own line thither. The Louisiana Railway & Navigation Co. is also pushing its New Orleans extension with all possible speed, and it is anticipated that this road will let in one of the larger systems to the northwest of it. The Santa Fe system lately began the construction of a new road called the Jasper & Eastern, which will extend from Kirbyville, Texas, into Louisiana, with the reported purpose that it will finally reach New Orleans.

There have been several reports in circulation recently that the Chicago, Burlington & Quincy Railway would either build or purchase an extension to reach a Gulf terminal. The Great Northern is also said to have a southern outlet in view, and while these are but two instances, it is rumored that other of the grain-carrying lines have their eyes upon both Galveston and New Orleans, if not other places, looking to participate in the grain movement through Gulf ports.

In this connection it is also important to note that no less than five different plans to build a railroad from Memphis to Pensacola have been conceived during the last two years, and while construction has not yet been started on any of these roads, recent developments indicate that work may begin on one of them this coming summer. Meanwhile the Mobile, Jackson & Kansas City Railroad is completing its line up through Mississippi into Tennessee and the Gulf & Ship Island Railroad is extending across Mississippi, so that there is a possibility that either or both of these lines may become the Gulf terminal route for some larger system of the West. It has been rumored at one time or another that both of these roads have been acquired in the interest of some other companies, but thus far such reports have failed of confirmation.

Another railroad that is in course of construction, but on which comparatively little work has yet been done, is the Birmingham, Columbus & St. Andrews Railway, which is designed to run from Birmingham, Ala., via Columbus, Ga., to St.

Andrews Bay, Florida. Construction is under way south of Chipley, Fla., where about 20 miles of roadbed have been graded. There have also been reports recently that the New Orleans & Mississippi Midland Railway would be built in accordance with a plan announced several years ago, and the promoters have lately shown increased activity. This road is designed to run from New Orleans northward to Carthage and Kosciusko, Miss.

But from Texas lately came a report that the Colorado & Southern had gained control of the Fort Worth & Denver City Railway, and that an extension would be built from Fort Worth to Galveston. It is further stated that the Trinity & Brazos Valley Railway, built two years ago from Cleburne to Mexia, and which is now surveying from the latter point towards Houston, will form part of this Gulf connection, and this theory is doubtless made the more plausible because the Trinity line has already declared its intention of building from Cleburne towards Fort Worth.

While considerable of these reports is based upon conjecture, equally as much of them rests upon the substantial foundation of fact, and even if that portion which is speculative does not come about in just the way expected, it is pretty certain to be realized in some other manner so as not to materially affect the premise that back of it lies the desire of some great roads or systems to secure Gulf outlets for export business.

Here then are several railroads partly completed which promise, according to all appearances—for local traffic alone could not satisfy them—to become necessary links in trunk lines that will convey grain and packing-house products to Gulf of Mexico ports, to say nothing of a great variety of other freight, including coal. Developments may take place at any time—probably soon—which will show what is to be the fate of these different roads, at present detached, but all evidently designed to participate actively and importantly in the hauling of export and import freights.

THE COTTON MOVEMENT.

In his report for March 10 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 191 days of the present season was 9,923,743 bales, an increase over the same period last year of 1,018,080 bales; exports were 5,887,071 bales, an increase of 853,962 bales; takings by Northern spinners, 1,568,207 bales, a decrease of 234,690 bales; by Southern spinners, 1,384,221 bales, an increase of 57,157 bales.

Bearing upon the movement of the present season is the latest edition of Col. Alfred B. Shepperson's authoritative "Cotton Facts," brought down at New York March 2. In that he says:

"Though the New England spinners have taken from the crop about 300,000 bales less than for the corresponding period last season, it is thought their consumption has been greater than last season, and that their takings during the remainder of the season will be very much in excess of last year. The American mills always receive during the first half of the season very much more cotton than one-half of their consumption for the season, so that their consumption during that period can considerably exceed that of the previous season, though their takings of cotton may be very much less. The Southern mills are consuming more than last season, and will continue to do so. * * * Many American mills have sold their entire output of goods and yarns to October 1. In England some mills have sold their product for a year ahead, and instances are reported of mills having

sold their entire production to May, 1906.

"Notwithstanding our large crop, the visible supply of American cotton is less than at this time in 1902. The Southern cotton-growers are generally in a far better financial condition than for many years. They are therefore abundantly able to keep back from the commercial crop, which ends on August 31, a million or even two millions of bales if convinced that it would be to their interest to do so. * * * A new factor is now to be added to the others which make the market price of cotton, and that is the disposition of the Southern cotton-growers in regard to when and at what prices they will sell the surplus of their crops. Hitherto these farmers have usually been compelled to market all of their crops with reasonable promptness in order to pay their debts and prepare for another crop. The convention of cotton-planters at New Orleans on January 24 urged that the unsold cotton of the South be held for much higher prices and that the acreage of the new cotton crop and the use of fertilizers be each reduced 25 per cent. I cannot recall so great a voluntary reduction in acreage from one season to the next, but it is evidently the present intention of farmers to make a very considerable reduction. The extent of the reduction will depend very much on the price of cotton during the time for planting. * * *

If spinners were fully convinced that even a million bales of this crop would not be marketed until after September 1 and that acreage for the new crop would be reduced 20 per cent. there would be an immediate and substantial improvement in all cotton markets. The size of the 'commercial crop' (which represents the quantity available this season for spinners) and the future course of prices are under the control of the cotton-growers of the South. If they will continue to act in accordance with their declarations and hold their cotton from the market until they actually require the proceeds of its sale, and will also materially reduce the acreage of the new crop, the season will have seen its lowest price and the farmers will undoubtedly secure a fair remuneration for their crops. In reaching an opinion in regard to the action of the Southern farmers it is well to remember that the white people of the South who control the production and the marketing of the cotton crops are of the purest and best type of the Anglo-Saxon race to be found beyond the borders of England. The Southern States were settled mainly by the English and Scotch-Irish. The tide of foreign immigration which has flooded other sections of our country has not penetrated to the Southland (except to a very limited extent in Texas), and therefore her people have in the highest degree the sterling attributes of their Anglo-Saxon ancestors. Predominant traits of the Anglo-Saxon race, as all the world knows, are steadfastness and tenacity of purpose."

THEIR BUSINESS GOOD.

J. C. Steele & Sons, Statesville, N. C., manufacturers of brick machinery, write to the MANUFACTURERS' RECORD:

"We are glad to report that business is good with us, and that the indications are that we are to have a very busy year of it. We have received a large number of inquiries from our ad., and are well pleased with same."

New Orleans' Fields.

Mr. Fred Muller, secretary of the New Orleans Board of Trade, has published in attractive brochure form a plea for the development of the manufacturing industries of the city, of its import business and of its trade with Central and South America, which he regards as three distinctive fields for the expansion of the city's commerce.

SOUTHERN RIVER AND HARBOR IMPROVEMENTS.

[Written for the Manufacturers' Record.]

In the act passed at the third session of the Fifty-eighth Congress making appropriations of \$18,250,000 for the improvement or maintenance of improvement of rivers and harbors, \$6,975,230 fell to the lot of the South. The act, in addition, authorizes the Secretary of War to make contracts for certain work, "to be paid for as appropriations may from time to time be made by law," amounting to \$17,184,000, of which \$6,950,165 fell to the lot of the South. The total of these combined provisions by States is as follows:

States.	Amounts.
Alabama.....	\$1,358,466
Arkansas.....	386,312
District of Columbia.....	60,000
Florida.....	1,246,100
Georgia.....	591,000
Kentucky.....	178,000
Louisiana.....	509,000
Maryland.....	1,319,000
Mississippi.....	329,480
North Carolina.....	606,750
South Carolina.....	125,000
Tennessee.....	890,000
Texas.....	2,235,287
Virginia.....	357,000
West Virginia.....	164,000
Total.....	\$10,355,395
Mississippi river.....	3,050,000
Ohio river.....	620,000
Aggregate.....	\$13,925,395

The contracts in the South which the Secretary of War may make, to be paid for as appropriations may be made, include: Patapsco river and channel of Baltimore, \$1,000,000, which may be expended in obtaining an increased uniform depth from Baltimore to deep water beyond York Spit; Cape Fear river at and below Wilmington, N. C., \$300,000; Savannah (Ga.) harbor, \$210,000; Hillsboro bay, Florida, \$348,350; St. Johns river, Florida, \$309,750; Black Warrior, Warrior and Tombigbee rivers, Alabama, \$781,466; Bayou Plaquemine, La., \$100,000; Brazos river, Texas, mouth, \$87,500; Aransas Pass, Texas, \$100,000; Galveston harbor, Texas, \$250,000; Galveston channel and Buffalo bayou, Texas, \$200,000; Trinity river, Texas, \$161,287; Sabine and Neches rivers, \$411,500; Ouachita and Black rivers, Arkansas and Louisiana, \$40,312; Lock and Dam No. 21, Cumberland river, \$200,000; Colbert and Bee Tree shoals, Tennessee river, \$200,000; Scott's Point, Tennessee river, \$40,000; Mississippi river, \$2,050,000; Ohio river, \$160,000—total, \$6,950,165.

Balances of former appropriations are made available for work on Pagan river, Virginia; New river, North Carolina; on certain streams in South Carolina, on Cypress bayou and Trinity river, Texas; on the Cumberland river above Nashville, and on the Kentucky river, Kentucky.

The water-hyacinth problem appears in the appropriation of \$25,000 for the removal of the plant from navigable waters of Florida and of \$40,000 for its removal from similar waters in Texas and Louisiana.

The appropriation of \$75,000 toward the improvement of the Brazos river from Old Washington to Waco, Texas, depends upon the determination whether it should appear feasible to secure four or six months' navigation of that section of the river under certain conditions, and the use of the money for the Trinity river looks to the payment by citizens of Dallas to the Secretary of War of \$69,000 for the construction of certain dams.

Provisions for the effective maintenance and the continuing improvement of existing inland waterways between Norfolk, Va., and the Carolina sounds, between Charleston and Beaufort, and between Savannah and Fernandina point to the project of an inland waterway along the Atlantic and Gulf coast involved in the surveys which have been authorized for stretches between Norfolk and Beaufort

inlet and between the Rio Grande and the Mississippi through Texas and Louisiana.

The detailed provisions, immediate and prospective, by States are as follows, according to the classification of the act which in the case of waters common to two or more States does not always regard State boundaries:

Alabama:

Mobile harbor, \$200,000; Mobile bar, \$50,000; Alabama river, \$100,000; dams in the Tombigbee and Warrior rivers, \$881,466; Tombigbee river from the mouth to Columbus, Miss., \$27,000—total, \$1,258,466.

Arkansas:

Ouachita and Black rivers, \$120,312; Arkansas river, \$65,000; White river, \$15,000; upper White river, \$160,000; Cache river, \$2000; Black and Current rivers, \$18,000; St. Francis and L'Angeville rivers, \$6000—total, \$386,312.

District of Columbia:

Potomac river at Washington, \$50,000; Potomac river below Washington, \$10,000—total, \$60,000.

Florida:

Key West harbor, \$50,000; Sarasota bay, \$5000; Hillsboro bay, \$448,350; East pass and Carrabelle bar, \$15,000; Apalachicola bay, \$40,000; Pensacola harbor, \$100,000; Blackwater and upper East bays and Blackwater river, \$10,000; St. Johns river, \$434,750; Volusia bar, \$2000; Oklawaha river, \$2000; Indian river, \$20,000; Kissimmee river, \$7000; Orange river, Charlotte harbor and Caloosahatchee river, \$3000; Crystal, Anclote, Suwanee and Withlacoochee rivers, \$40,000; Manatee river, \$10,000; Apalachicola river, \$12,000; Choctawhatchee river, \$10,000; Holmes river, \$2000; Escambia and Conecuh rivers, \$10,000; removal of water hyacinths, \$25,000—total, \$1,246,100.

Georgia:

Savannah harbor, \$285,000; Brunswick harbor, \$40,000; Cumberland sound, \$30,000; Savannah river, \$15,000; Altamaha river, \$10,000; Oconee river, \$15,000; Ocmulgee river, \$15,000; inland water route from Savannah to Fernandina, Fla., \$41,000; Skidaway narrows, \$20,000; Flint river, \$20,000; Chattahoochee river below Columbus, \$75,000; Coosa river, \$25,000—total, \$591,000.

Kentucky:

Big Sandy river and Tug and Levisa forks, \$43,000; falls of the Ohio at Louisville, \$80,000; Green river, \$5000; Kentucky river, \$50,000—total, \$178,000.

Louisiana:

Calcasieu river, \$100,000; Bayou Plaquemine, Grand river and Pigeon bayous, \$135,000; Bayou Teche, \$7500; Chefuncte river, Bogue Falia, Tickfaw river and tributaries, Amite river and Bayou Manchac, \$6500; Bayou Vermilion and Mermentau river and tributaries, \$3000; Red river in Louisiana, Arkansas, Texas and Indian Territory, \$200,000; Bayou Bartholomew, Bouef river, Tensas river, bayous Macon, D'Arbonne and Corney, \$17,000; removal of water hyacinths, \$40,000—total, \$509,000.

Maryland:

Harbors at Rock Hall, Queenstown, Claiborne and Cambridge, Chester, Choptank, Warwick, Pocomoke, La Trappe and Manokin rivers and Tyaskin creek, \$44,000; Breton bay, \$6000; Patapsco river and channel, \$1,250,000; Elk river, \$2000; Susquehanna river, \$10,000; Nanticoke river, \$2000; Wicomico river, \$5000—total, \$1,319,000.

Mississippi:

Biloxi harbor, \$9000; Horn Island pass, \$40,480; Pascagoula and Leaf rivers, \$162,000; Pearl river, \$11,000; Homochitto river, \$2000; Yazoo, Tallahatchie, Coldwater and Big Sunflower rivers and Tchula lake, \$105,000—total, \$329,480.

North Carolina:

Beaufort harbor, \$2000; Beaufort inlet, \$45,000; inland waterway from Norfolk harbor to the sounds, \$25,000; Roanoke river, \$10,000; Perquimans river, \$11,250; Scuppernon river, \$5000; Pamlico and Tar rivers, \$8000; Contentnea creek, \$1000; Neuse and Trent rivers, \$40,000; Fishing creek, \$500; Northeast and Black rivers and Cape Fear river above Wilmington, \$9000; Cape Fear river below Wilmington, \$450,000—total, \$606,750.

South Carolina:

Winyah bay, \$10,000; Charleston harbor, \$25,000; Waccamah and Little Pedee rivers, \$15,000; Great Pedee river, \$5000; Santee, Wateree and Congaree rivers and the Estherville-Minim creek canal, \$50,000; inland waterway between Charleston and Beaufort, \$20,000—total, \$125,000.

Tennessee:

Obion and Forked Deer river, \$3000; Cumberland river below Nashville, \$10,000; Cumberland river above Nashville, \$50,000; completion of Lock and Dam 21 in the Cumberland river, \$274,000; Tennessee river above Chattanooga, \$50,000; lateral canal at Colbert and Bee Tree shoals in Tennessee river, \$400,000; Tennessee river from Hobbs Island to Gunterville, Ala., \$15,000; improvements near Scott's Point in Tennessee river, \$50,000; Tennessee river below Riverton, \$30,000; French Broad and Little Pigeon rivers, \$2000; Clinch and Hiwassee rivers, \$6000—total, \$880,000.

Texas:

Sabine pass, \$150,000; mouth of Brazos river, \$137,500; Aransas pass, \$200,000; Galveston harbor, \$450,000; Galveston channel, \$175,000; Galveston ship channel and Buffalo bayou, \$400,000; West Galveston bay channel, Double bayou, etc., \$50,000; Brazos river from Velasco to Old Washington, \$25,000; Brazos river from Old Washington to Waco, \$75,000; Trinity river, \$161,287; mouths of Sabine and Neches rivers, \$411,500—total, \$2,235,287.

Virginia:

Norfolk harbor and approaches, \$40,000; Cape Charles City harbor, \$25,000; York, Occoquan, Mattaponi and Pamunkey rivers and Carter's creek, \$28,000; Nomini creek, \$4000; Rappahannock river, \$40,000; Urbana creek, \$10,000; James river, including the construction of a turning basin, \$200,000; Appomattox river, \$10,000—total, \$357,000.

West Virginia:

Little Kanawha river, \$164,000.

The total immediate and prospective appropriations for the improvement of the Mississippi river amount to \$4,195,543. Of that sum \$1,000,000 are to be expended for the general improvement of the river, the building of levees from the head of the passes to the mouth of the Ohio river and for surveys. Provision is made, in addition, for the expenditure of \$2,000,000 in the same work to carry on continuously the plans of the Mississippi River Commission and of \$50,000 for the maintenance of South pass channel.

For the improvement of the Ohio river \$2,536,376 are provided, of which \$300,000 may be partly used in removing the obstruction in the channel near the falls at Louisville, Ky., and \$320,000 in the completion of locks in the river between Ohio and West Virginia.

The Secretary of War is also directed to appoint a board of engineers to make a thorough examination of the river and to collect all necessary data with reference to its canalization, and the approximate

location and number of locks and dams in the river, with a view to a depth of six and nine feet. The report must include the probable cost of such improvement and its maintenance for each of the depths named, and the present and prospective commerce of the river, up stream and down stream, having regard both to local and a through traffic. This board is also to report whether, in their opinion, such improvement should be made and whether other plans of improvement could be devised under which the probable demand of traffic could be provided for without additional locks and dams or with a less number of them than is described in earlier surveys.

Surveys preliminary to possible appropriations in the future are also authorized by States as follows:

Alabama:

Alabama river, with a view to securing a continuous navigation of four feet from its mouth to Wetumpka; Conecuh river; Tombigbee river from Demopolis to Columbus, Miss., for a channel of four feet.

Arkansas:

Upper Cache river; St. Francis river.

Florida:

St. Johns river opposite Jacksonville; St. George sound; Cedar keys; Fernandina harbor; St. Petersburg harbor; Caloosahatchee river; Oklawaha river; Withlacoochee from Port Inglis to the anchorage in the Gulf for a 100-foot channel, 10 feet deep; Sebastian inlet.

Georgia:

Brier creek; Oconee river; Ocmulgee river; Brunswick harbor; Savannah harbor, with a view to a 26-foot channel to the sea.

Kentucky:

Green river from Lock 6 to Munfordville.

Louisiana:

Mermentau river; Calcasieu lake and river; inland waterway from the Rio Grande river, Texas, to a connection with the Mississippi river at Donaldsonville.

Maryland:

Crisfield harbor; Elk river; Wicomico river from its mouth to Salisbury; Kent narrows; Tyaskin creek.

Mississippi:

Big Sunflower river; Pearl river; Wolf and Jordan rivers, for the removal of bars; Tallahatchie river; anchorage basin at Gulfport and channel from there to the roadstead at Ship Island, and Ship Island pass between Ship and Cat islands.

North Carolina:

Inland waterway from Norfolk, Va., to Beaufort inlet, for a channel of 10 or 12 feet; Pamlico and Tar rivers; Bennett's river; Meherrin river; Northeast river; Shallotte river.

Tennessee:

Mississippi river from Ashport to Fort Pillow and from Ashport to the highlands in Lauderdale county; Big Sandy river.

Texas:

Galveston channel, for an enlargement and western extension; Galveston harbor, for a uniform depth of 30 feet; Sulphur river; Port Bolivar; Matagorda bay.

Virginia:

Coan river; Warwick creek; Norfolk harbor; upper Machodoc creek; Occoquan creek; Quantico creek; Blackwater creek; channel from deep water in Hampton Roads to the navy-yard, there being some mistake about the last-named.

West Virginia:

Mouth of Decker's creek at its confluence with the Monongahela river, for the restoration and improvement of the harbor destroyed by flood.

FLAXSEED IN COTTONSEED-OIL MILLS.

Mr. J. A. Jones, president of the Laurinburg Oil Co., Laurinburg N. C., wrote a short while ago to the MANUFACTURERS' RECORD as follows:

"Can you give us some information relative to the manufacture of linseed oil? We wish particularly to know if the oil could be extracted with the same machinery used in extracting oil from cottonseed. We have an up-to-date cottonseed-oil mill, and would like to know if it would be practical to operate our plant for a portion of the year in extracting linseed from flaxseed. We do not know whether it will be practical to undertake this business as far away from the raw material as this would be, but wish to get some information along this line, and suppose that you are in position to give it to us. Can you tell us what percentage of oil there is in a ton of flaxseed and how much of it can be realized under usual conditions of manufacturing? Any information that you can give us will be gratefully received."

The query was submitted by the MANUFACTURERS' RECORD to a number of experts, from whom replies have been received as follows:

D. A. Tompkins, president and engineer of the D. A. Tompkins Company, manufacturers, engineers and contractors, Charlotte, N. C.:

"Yes; an ordinary cottonseed-oil mill will work flaxseed all right. In England and on the Continent most of the mills work a great variety of seeds, and almost all the cottonseed-oil mills work flaxseed as well as cottonseed oil. The European mills, however, work Egyptian seed mostly, and these are black seed, and they don't separate the hulls from the meats. Even in that case we have boxes to work the cottonseed in. The flaxseed press as usually constructed has a flat plate instead of a box, and by taking out the boxes and putting in the flat plates the capacity of the press is about doubled, because with small flat plates you can get in it about twice the stuff into one press as in boxes. Practically all the mills which work cottonseed and linseed change the cottonseed boxes to linseed plates. It can be done in half a day or less. My firm is well equipped here to make the necessary appliances to change the cottonseed press into a linseed press. We are also well equipped to furnish a special press with plates to extract the oil from castor beans. This would be a smaller press than is usually furnished with either cottonseed oil or linseed oil."

J. J. Edwards of the Foos Manufacturing Co., Scientific attrition mills, crushing machinery and general engineers, Springfield, Ohio:

"We believe we are correct in stating that the cottonseed-oil mill machinery will do for the manufacture of linseed oil, with the exception of the rolls for preparing the seed for the cookers. A different sort of machine is used for handling flaxseed, consisting of a pan in which two large chilled wheels are revolved on edge, being carried by a horizontal shaft and traveling to and from the center from which this shaft is operated. The motion of these large rolls is slow, about 120 a minute. The machinery for hulling the cottonseed and separating the lint and bran from meats will, of course, be unnecessary in handling the linseed, which when properly crushed can be used in the cookers with proper degree of heat. From there on the machinery would be entirely adapted to your purpose."

The Cardwell Machine Co., manufacturers of implements and machinery, Richmond, Va.:

"We would say that linseed oil can be

made, using a part of the equipment of a cottonseed-oil mill, still not using it to the very best advantage. If we had details of their presses we could furnish linseed boxes to put in the same, this not being as expensive a box as a cottonseed box or plate, and a greater number of plates may be gotten in the same press frame. A linseed heater also is usually made different from the cottonseed, though the cottonseed heater may be used. The former also can be used to good advantage. To use the rolls to the best advantage, one roll should be corrugated, as otherwise it is difficult for the seed to feed in. If we had details as to the machinery that your friends have—make, style and measurements—we could furnish what would be necessary to make the change from one to the other."

M. W. Bushnell, manager G. H. Bushnell Press Co., manufacturers of oil-mill machinery, Thompsonville, Conn.:

"Any standard make of cottonseed-oil machinery that the writer is acquainted with, and we are acquainted with almost every make in this country, will handle flaxseed as well as cottonseed oil. The cottonseed-oil machinery is much more elaborate than the linseed oil in most points. The common custom in the United States in handling linseed is to take the seed as it comes to the mill, running it over magnets to remove the metal. It is not usually screened to take sand and the dirt out, as the seed are often broken, and in this way there is some broken seed lost through the screening. As above, the only cleaning process is running it over magnets to take out metal. The next process is to run this through crushing rolls identical with crushing rolls in a cottonseed-oil mill, from there to the cookers the same as the cottonseed-oil cookers, then through the former and presses. The presses that are used in the linseed-oil mills usually are not so expensive as the cottonseed-oil presses from the fact that linseed will stay between plates without having any side walls, and, consequently, the construction of the box for linseed-oil work is simply a plate to lay the cake between. The cake is usually molded at about the width the cottonseed-oil cake is, say 12 to 14 inches, put in between two flat plates covered with wide cloth of the same material as is used in cottonseed work, but about 16 inches wide, so that this will lap over the edges of the cake already formed and in a way obstruct the washing away of the meal a little, although the cake is usually about 16 inches wide when taken from press after oil has been extracted; but the edges are not pressed dry, and the cake is then trimmed down to where it is dry and the trimmings are recooked or warmed and pressed over again with the following pressing. This has always seemed to the writer to be an unmechanical proceeding, but we have never been able to talk the linseed people into the using of press boxes, which it would seem would be worth as much more to them nearly as to the cottonseed-oil men, although we know the cottonseed-oil people could not operate with style of presses that the linseed people use, but we do know the linseed or flaxseed can be handled economically in the cottonseed press. The grinding of the cake to meal is the same process as in cottonseed, although it is usually not ground so fine. The capacity of the press naturally would be about the same on each seed, but the rolls should be at least double the capacity for linseed that they are for the same amount of cottonseed, as the hulls, of course, go into the crushing roll, or, in other words, flaxseed goes into the rolls without having any hulls taken off, and this requires

considerable more rolling capacity than simply rolling the meats of cottonseed. Linseed presses are usually left under pressure much longer than cottonseed presses. In most mills we believe the presses are only operated once an hour."

W. B. Anderson, secretary Buckeye Iron and Brass Works, Dayton, Ohio:

"For a small 40-ton or two-press mill for cottonseed the pressroom machinery would be practically the same for cottonseed as for linseed, with the exception of the separation. Instead of using the separating machinery as for cottonseed, you would use just the cleaning machinery for the flaxseed. While we use closed boxes for cottonseed, they can also be used for linseed, although we recommend open boxes for linseed, and when constructing new lined mills we put them in. You can use closed boxes for both cottonseed and linseed, but you cannot use open boxes for cottonseed. In a mill larger than a 40-ton capacity it would probably require different cooking heaters, although with great care you could use the regular cottonseed heaters for cooking flaxseed. Great caution should be taken not to use as much steam for linseed as is used for cottonseed."

Carver Cotton Gin Co., manufacturers of machinery, East Bridgewater, Mass.:

"In regard to the working of linseed oil from flaxseed in cottonseed-oil mills, we know that a mill in Norfolk did this and it worked successfully. We think that the only change necessary in regard to this matter would be changing the boxes on the presses, as it takes a different box to crush the linseed than it does the cottonseed."

IMPROVED DEMAND FOR IRON.

Manifestations of the Week in the Birmingham District.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., March 13.

One can hardly say there is an established advance in quotations of the iron market, but he can say there is a tendency to creep up on the higher figures and have but one quotation for each grade. But to eliminate the minimum quotation is a work of patience as well as of knack. Buyers must be educated to it; sellers must deal with each case as individual. There were sales the past week at both the maximum and minimum quotation of grades; but the bulk of the concluded business was at the maximum quotation. Some of the orders were for round lots, and the buyers were pounding the market to their ability. In perhaps two cases they got in at minimum quotations, say on the basis of \$13.50 for No. 2 foundry. The seller will not affirm the correctness of the reports as to price, but pleads guilty as to the amount sold.

To illustrate the character of the business done, one of the leading interests reports that their sales so far this month will aggregate 20,000 tons, and the major part of them was booked at top prices. There have been sales of 5000-ton lots, of 3000 and 2500 tons, and of lots from 1000 tons down to carlots there was a right smart sprinkle. Your correspondent has had access to sales-sheets which show register after register of sales on a basis of \$14 for No. 2 foundry, with a sale sandwiched in here and there at \$13.75. He saw nothing registered as low as \$13.50 basis for No. 2 foundry, but is inclined to the conclusion that some went at that price. But that is one of the incidents that always occur in a market situated as the iron market is now. Some No. 3 foundry was sold at \$13.50 and some at \$13.25, and there are rumors of limited sales as low as \$13. But there is always a compensation to the seller at such prices that is hid from competitors. Some No. 1 foundry sold at \$14.50 and

some gray forge at \$13.25 and down to \$12.75. The varying prices are accounted for under the head of varying circumstances. A little white iron was sold at \$12.50, and some No. 4 foundry went at \$13.25 and \$13.

The majority of the various interests report an improved demand and say buyers are paying current quotations with very little contention over them. The demand has been mainly confined as to delivery to the second quarter; but there are frequent orders covering this delivery and running into the third quarter that buyers insist upon being accepted in their entirety, and it is very hard for the sellers to refuse this kind of business. By this means the business for the third quarter has been materially increased. Sales were made for that delivery at \$14, and some have been made on the basis of \$13.50 and \$13.75. But there is mighty little disposition to load up buyers for this delivery.

There was some small trading in warrant iron on the basis of \$13.50 for No. 2 foundry, but it was of no moment. In this kind of trading it's money down whenever the certificates of storage iron are presented. The wait of 30 and 60 days for your money is eliminated.

It is now announced that the International Power Co. has secured the control of making and marketing the turbine powers controlled by the Wilkinson patents, and the probability of the erection of a plant in this district for their manufacture is very bright. The effect of this "coup" of the International Company will be to inspire confidence in the value of the patents and hasten their adoption into general use.

A fire yesterday at the works of the Hardie-Tynes Machine & Foundry Co. practically delayed the foundry part of the plant. The fire originated in the core-room, and the loss, it is estimated, will approximate \$25,000. There was some damage to nearby buildings, but that will prove but a temporary inconvenience. As soon as the insurance is adjusted the work of rebuilding will commence, with any and all improvements that have been adopted since it was built.

The survey for the location of the Mobile & West Alabama Railroad has been concluded and pronounced more favorable than was anticipated. All the conditions exacted by those who are to finance the road have been fulfilled and there is no doubt of its being built, and in the very near future. The Birmingham branch of the road will leave the main line at or near Tuscaloosa. Those representing the road have options on at least 350,000 acres of coal lands which may in time be very valuable assets of the road. Those familiar with the country through which it passes are confident that the road will develop into a dividend-payer and be a large factor in the development of various interests along its line.

The Ivy Leaf & Piper Coal Co. was incorporated the past week and capitalized at \$50,000, with headquarters in this city. The incorporators are J. R. Smith, Colin Campbell and J. M. Smith. J. M. Smith is president, C. Campbell is vice-president and T. V. Johnson is secretary-treasurer.

The Jobbers' Warehouse & Terminal Co. was also incorporated and is capitalized at \$50,000, with A. B. Mitchell as president and G. N. Henderson as secretary. The Standard Cattle Guard Co., with a capital of \$50,000, was also incorporated by Smith Abernathy, G. W. Morgan and W. T. Coggins. Its shares are \$100 each, and the company owns some patents on its device. The Domestic Laundry Co., with a capital of \$10,000, was incorporated, as was the Building, Land & Securities Co. There were a few other

companies incorporated, but of minor consequence.

Everywhere throughout the district are continuing evidences of the march of progress. Down at Bessemer over \$500,000 will be expended upon the leading plants, and at Ensley the Tennessee Company is completing over 200 houses erected for their operatives. J. M. K.

NEW GADSDEN FURNACE.

Alabama Consolidated to Duplicate Its Plant There.

[Special Dispatch to Manufacturers' Record.]
New York, March 14.

The executive committee of the Alabama Consolidated Coal & Iron Co. decided today to authorize the immediate construction of a new furnace at Gadsden as a duplicate of the plant now there. The matter has been under investigation for some time and was practically determined upon when the control of the Alabama Consolidated Company was bought by the International Power Co. The new furnace, which will have every modern labor-saving device and cost about \$350,000, will be built as rapidly as possible, working night and day. It will have a daily output of 200 tons of pig-iron. Its cost will be paid for out of surplus funds now in the treasury. The low estimated cost is due to the fact that when the last furnace was built the company had in view the construction of a second stack, and many features then provided are equal to the needs of two stacks. On the basis of the average earnings during the last three years of the Alabama Consolidated per ton of iron produced, this new furnace will earn the entire fixed charges on bonds and preferred stock of the company, or an amount equal to over 8 per cent. on the common stock. The present earnings of the company are at the rate of 20 per cent. on the common stock after allowing for interest on bonds, dividend on preferred stock, etc. In building this new furnace the company is simply carrying out the plans long ago formulated by President Bush to develop its iron output to a point commensurate with its resources of coal and ore. Further improvements to be made by the company in connection with the development of its Gate City properties at Birmingham will be announced shortly. The company, in addition to supplying the raw material to its present furnaces, is a large seller of coal, coke, iron ore and limestone in the open market, and it has sufficiently developed its output of these to provide for all the requirements of the new furnace. With this furnace completed the Alabama Consolidated Company's output of iron will exceed the production of the Southern end of the Republic Iron & Steel Co. Owing to the fact that so large a proportion of the iron output of Alabama now goes into steel-making and kindred industries at home, that State now has less foundry iron for the open market than five years ago, and with the enormous growth of the iron industry it is absolutely necessary to greatly increase the production to supply the ever-growing demand. The importance to the railroads of the development of the iron interests in the South is shown in the fact that, counting coke, ore, limestone and iron handled, this new furnace will create annually more than 400,000 tons of freight and increase the freight traffic of the Alabama Consolidated Company to nearly 1,500,000 tons a year, as compared with 3,000,000 tons for 12,000,000 bales of cotton. The entire Alabama coal and iron district now furnishes about 20,000,000 tons a year of mineral traffic, which is nearly seven times as much as 12,000,000 bales of cotton, though, of course, the haul on the mineral traffic is much shorter than on cotton.

STRENGTH OF SOUTHERN COTTON-GROWERS.

Its Influence in the Market Discussed by Atwood Violet and Daniel J. Sully.

[Special Dispatch to Manufacturers' Record.]

New York, March 15.

The announcement that Daniel Sully had been discharged from bankruptcy and had re-entered the cotton arena, backed in his operations by strong people, has been heralded in the New York papers today and in the market letters sent out by New York brokers as a news sensation in the cotton world. Once more he has been called "Sully the Cotton King," and judging by the newspaper reports last night and this morning, the average reader might have thought that those associated with Sully had planned for a wild bull campaign without rhyme or reason. Such was far from their intentions. They believe that cotton has been abnormally depressed by the tremendous fight made by the combined bear operators of the world, and that even with a crop of 13,000,000 bales their cotton is intrinsically worth much above the present price. The magnificent fight which the farmers of the South have made to hold back their cotton from the market in order to prevent a further break has awakened the world to the financial strength and backbone of the South, and especially the Southern farmers. In this action the South has shown not only financial strength far beyond that with which it had been generally credited, but it has shown that its people appreciate and understand cotton. In times past it has seemed that every farmer was eager to see how rapidly he could be parted from this royal staple. Instead of being a king, as cotton indeed should be, commanding the markets of the world, it has, by virtue of the conditions which have prevailed, been a beggar for the world's charity. It has sometimes seemed that the South had so little appreciation of this unequalled staple, this staple which ought to be as a collateral as good as gold throughout the financial world, that it hastened with eager step to crowd it into the market as rapidly as possible, every farmer vying with his neighbor to see how quickly he could dispose of his crop. It is true that this condition was in part due to the poverty of the agricultural interests resulting from several years' low price of cotton, but it was also due in part to the fact that the South had not learned how to market its crop intelligently; and under the hard fight made every year by the bears it sold within three months a crop which ought to have been spread out over 12 months, and thus gave the bears the opportunity to buy at the cheapest possible price, and later on in the season to run a bull campaign to their profit and not to the profit of the growers. This season, however, the South, so long as the cotton crop commanded 9½ to 10 cents, sold fairly freely without crowding the market, and when prices declined it wisely withheld its cotton, and now there is an eager scramble for the real stuff.

Speculators may come and go; New York's gambling operations may mark the price on contracts for cotton up or down; but the real cotton is what the mills are after, and this they are not getting as rapidly as they desire at current prices. Heavy sales have been made for future delivery by speculators who expected to be able to force prices to a lower figure, and now the mills are calling upon them for cotton and they can't get it except at an advance. With such conditions confronting them the speculators are doing all in their power, through the press and in other ways, to beat down the prices and so frighten the farmers as to make

them sell; but the farmers have learned that advice of this kind is purely selfish and is about the last advice in the world that they should follow.

It is true that "Dan Sully," as his friends call him, has again entered the cotton market. It is true that he is a "bull" on the situation. It is true that he has as a strong financial friend J. H. Hoadley, who once before backed Sully for \$1,000,000, and who, like Sully, is a firm believer in the intrinsic value of cotton, and who believes that a general advance without any pyrotechnic display can be brought about to the great good of the grower and to the manufacturer alike, provided, of course, that the South continues to market the balance of its crop slowly, and thus avoid overloading the market with heavy receipts; but Hoadley is working for the general advance of the cotton interests entirely apart from speculative operations, and does not aim to be a cotton speculator.

I have been discussing the situation today with Atwood Violet & Co., one of the representative cotton brokerage houses of New York and New Orleans. Violet & Co. have been consistent bulls for months, having taken the ground when prices broke so severely on the announcement of a 12,000,000-bale crop that there was no justification for such low figures, but that, on the contrary, the world could profitably absorb in consumption and reserve stock at 9 or 10 cents all that the South had produced, provided fair judgment was exercised by the South in marketing the crop. In discussing this situation today Mr. Violet said:

"There are no evidences of any general desire in the South to sell spot cotton even at the advance of yesterday and today except here and there; and while these sales in the aggregate throughout the South may amount to considerable, it should be remembered that it is advisable that this should be done to an extent necessary to enable the spot holder to still more tenaciously cling to the balance of what is unsold. Our advice is to the effect that the seeker after spot cotton finds trouble in securing any large quantity at any one point except at prices very much above the market quotations. In other words, the holder of spot cotton puts an advanced price upon what he has in keeping with any advance that may develop in the contract markets, whereas on the decline of the latter he still seems to hold out for the highest price, regardless of the fluctuations in contract deliveries. These conditions are bringing about continuously more action on the part of the spinners, as evidenced in the increased spot takings at Liverpool of 12,000 bales today at a considerable advance.

"There is no weight of cotton pressing on the market, nor has there been at any time this season, because of its wide distribution. It is safe to say that there are at least 300,000 smaller farmers and merchants all over the South who are holding a few bales of cotton, and an average of only seven bales each would distribute over 2,000,000 bales among them in such a way; but none of them are worrying over the situation, and thus, widely scattered, these holders are able to snap their fingers at the bears and convince the cotton world, spinners and speculators alike, that they can hold and will hold until it suits them to let go the unsold portion of this crop. There will be no runaway market for the moment, and naturally the world's spinners will fight

any decided advance now because of the imaginary weight of cotton in the South due to the excessive production of last year over the preceding year; but they will soon be convinced that this cotton is not burdensome and that the South will offer it only sparingly, selling it only on advances and withdrawing it from the market when it eases off.

"Liverpool is likely to take the lead now in buying because of the enormous business being done, the largest for many years. The world's spinners have no stock of consequence, and are much below their normal supply at this season in past years."

Discussing the situation with Sully he said:

"Reports are being spread broadcast throughout the cotton world that this is not the time to bull cotton. These reports take the ground that the large stock of cotton in the South must come on the market, and, moreover, they claim that any material advance in price would cause an increase in acreage. The cry is 'wait until the farmer has been forced to part with the balance of the crop which he now holds, and then begin a bull campaign.' That is simply the old story. Wait until the farmers have been induced to sell at a cheap price, and then bull the market for the benefit of the others. Naturally spinners who are short of cotton and who want to lay in a stock in advance of a further rise, and speculators who have sold short and are trying in vain to cover without serious losses, are endeavoring to create the impression by every means possible that there can be no material advance and that the farmers ought to be advised to sell. My views are directly opposite. I hold that, irrespective of acreage of the coming crop, cotton must inevitably advance on its merits. The prosperity of the cotton-manufacturing interest of England especially, and to some extent of the entire world, makes certain an unprecedented consumption of cotton. Manchester spinners have sold ahead for several months, some of them for a year, and millions of dollars are now being expended in the building of new mills in Manchester because of the almost unprecedented prosperity of the industry in that country.

"One of the prominent questions now at issue in the whole business world is that of cotton. On December 3, when the United States government issued its report that the crop would amount to over 12,000,000 bales, there was hardly a thoughtful man, however optimistic, who knew anything about cotton, who did not realize that the world was brought face to face with a momentous problem, fraught with the greatest dangers not only to the South itself, but to the manufacturing interests of the world. We had never had to face such a crop before. If under such an unprecedented yield prices declined to as low a figure as in previous record crops, this would mean serious losses to the farmers. It would mean to the manufacturer of cotton equally serious conditions, due to the fact that it would discourage the cotton industry of the world, and that his margin of profit is not as great on a low price of cotton as it would be on a 9 or 10-cent basis. To the great relief of the financial world and the manufacturing interests of this country and Europe, the South has shown its power and self-reliance in the past three months by withstanding all the pressure of such an enormous crop. By judicious and intelligent handling of the situation it has made the world realize the value of its staple, and it has stood the severest test which it has ever had to face in marketing its crop successfully. In holding back its cotton and marketing it slowly it has awakened the business world to its finan-

cial strength and power and to its determination to secure a fair value for its cotton. The world's demands are now beginning to express through the increasing purchases their approval of this magnificent fight made by the farmers and the merchants of the South, and, however much the bears may decry this movement, the world applauds the tenacity of the South in fighting this financial battle. The requirements of the world for cotton are growing greater and greater every day, for there is nothing so essential in all industrial life as this Southern staple, and notwithstanding a yield of 13,000,000 bales, I believe the world can take at a profit to the grower every pound that has been grown. Fair price for cotton means wealth and prosperity for the farmer and wealth and prosperity to every business interest not only of the South, but of the vast manufacturing and financial interests based on this most important industry of the world.

"I am not especially concerned on the question of acreage for the coming year. It is not possible for the South to again produce this year such a crop as last year. Phenomenal weather conditions, unprecedented in the history of the trade, enabled the cotton to draw nutriment from air and soil alike and for the lint to absorb much of the life of the seed. Owing to these peculiar weather conditions the yield of lint ran far ahead of the average, and instead of having about 33 per cent. of lint to 66 per cent. of seed, there are many reports of the lint running to 38 and 40 per cent., and in some cases higher. Reports from the cottonseed-oil mills show that the lint absorbed so large a part of the life and vitality of the plant that the seed have not the strength of former years, and on that account are yielding less oil than formerly. This very fact will in itself help to lessen the vitality of the plant during the coming season. Planting is late. Conditions are unfavorable for getting in a large acreage; and yet, even if the South were able to plant as large an acreage as last year, the world would still be able to consume all of the coming crop. With the rapid increase in cotton consumption now going on, the very great prosperity in cotton-manufacturing interests, the steady increase in spindles at home and abroad, and the recognition by cotton manufacturers throughout the world that last year's great yield was abnormal and not to be expected in the near future, there will be no trouble in the South's marketing the balance of its crop at a very considerable advance over present prices if it will stand by the position which it has so firmly held for the last few months of holding its cotton from the market and selling spot solely and only to meet the pressing demands of spinners. The time has come when the South should realize that there is no safer investment than cotton. Neither bonds nor stocks offer such an attractive investment, nor one in which the South can so wisely put money as in its own cotton. It has been difficult, by reason of the lack of warehouse facilities of the highest order, to store and carry cotton to advantage. But plans are now under way looking to the development of a broad warehouse system throughout the entire South, and one in which not only every farmer in that section should be greatly interested, but one which is of equal interest to the bankers and the merchants, for when in operation it will enable the cotton crop of the South to be financed in the South, furnishing to the bankers of that section the best collateral in the world.

"As I view the situation, the prosperity ahead of the South is so dazzling that a man scarcely dare forecast the coming wealth of that section. Dominating the world's cotton trade and demonstrating

its ability, even under the most unprecedented crop conditions, to stand firm as a rock in holding its cotton against the combined attacks of the bear operators of Europe and America, the South is indeed winning a great victory, and unless there should be some halting and retrenching from this advance position during the next few months, it will be crowned by the world's applause with having won a financial and business victory as momentous in its influence upon the cotton trade of the world as will be the outcome of the Japanese-Russian War in Eastern affairs. Japan has been fighting for its very life, and it has amazed the world at its success. The South, too, has been fighting for its life to save itself from poverty which it has endured in the past by the fact that its great industry has been dominated by outside bear operators; and the victory of the triumphant farmers over the cotton bears will be fraught with as wide-reaching results as the victory of Japan over the Russian bear." R. H. E.

TO RE-ESTABLISH SULLY.

Strong Interests in New York With Him in Cotton.

[Special Dispatch to Manufacturers' Record.]
New York, March 14.

It has just developed that J. H. Hoadley and associates are bull operators in the cotton market, backing the views of Sully as to the intrinsic strength of the situation with their capital, and have arranged to re-establish Sully as an active factor in the cotton world. In December, 1902, when Sully was being crowded, Hoadley backed him for \$1,000,000 and turned the market, and would have done so to any extent needed at the time Sully failed had it not been that Hoadley was in Florida too ill to attend to business. Hoadley is a firm believer in the fact that cotton has been selling too low, and now that Sully has been freed from bankruptcy he has determined to give Sully the chance to re-establish himself.

Kentucky-Tennessee Oil Field.

[Special Cor. Manufacturers' Record.]
Barboursville, Ky., March 13.

Last week 16 completions were made in the Kentucky-Tennessee oil fields, and the production of the various divisions shows an increase approximately of 6000 barrels. The increased activity is mainly due to the more favorable weather, and it needs only an advance in the price of oil to set the drill to bouncing in many divisions where the low price of oil has acted adversely to drilling during the past winter. The most important of last week's strikes is located in Wayne county in the Stubenville pool, a completion there doing 100 barrels. All along the Kentucky-Tennessee line in the lower fields rigs are being moved to new locations, and many important extensions are expected to be made in that territory during the next few months. More interest is being manifested toward wildcat work than formerly, and many wells of that class are now going down. No less than half a dozen new concerns have been organized during the past month to develop untapped territory in Tennessee, and fully twice that number have taken up the work of development on the Kentucky side. The new pipe line into the Poplar Cove region of Fentress county, Tennessee, has opened up a prolific field for development and much capital is being invested in drilling there.

Of the divisions in the upper Kentucky fields Wolfe county is attracting the greatest attention. Three good wells were drilled in that territory last week, and a number of holes are due to be completed during the coming week. About 20 concerns will carry on the development of that region during the summer, and sev-

eral rigs will be moved into adjoining counties, to which attention has been attracted by the Wolfe county field.

W. S. HUDSON.

PROSPERITY AT NASHVILLE.

Great Activity in Real Estate and Building Operations.

[Special Cor. Manufacturers' Record.]
Nashville, Tenn., March 6.

Never before in the history of Nashville has she experienced such an era of prosperity and improvement. Real-estate men are as busy as busy can be. All our building contractors are loaded to the guards with contracts for many months ahead, and they are anxiously looking about for more carpenters and other workmen. Building contractors have no time to talk anything except to ask the anxious investor how long he can wait to have the work done. Nashville is certainly hustling. She has her substantial booming clothes on and is forging to the front. Our mails are teeming with inquiries from investors from abroad who are attracted to "Greater Nashville" and wish to come here to live and invest. Nashville not only is moving, but she still has all the money that is necessary or wanted for legitimate investment.

Real-estate transfers for February amount to \$527,765.47. Building permits issued since January 1 have reached the million-dollar mark, some 600 permits being issued during the two months of this year. Postal receipts show a gain of 20 per cent. over last year. Bank clearings show a gain of 30.8 per cent. over corresponding week last year. We have going up now 15 residences that cost \$8000 each and over, for which permits were issued in February. Ground has been broken for the West Nashville Bank, Mr. Edgar Magnus, president. Contracts are being let for another elevator and storage plant in West Nashville. The Geo. C. Brown Lumber Co. is making arrangements to enlarge its plant. The Hartley Pottery Co. is enlarging its plant, and when same is completed its capacity will be doubled. Geo. W. Blair & Co. have purchased 70 acres of ground two miles on the Hillsboro pike, and will plat it and sell for residence purposes. Carroll and Elm Street Methodist churches (consolidated) are looking for a location on which to erect a new and modern structure. Belmont Heights Company (real estate and land), with a paid-up capital of \$35,000, has been granted a charter, and is now doing a rushing business. The Hill Trunk Co., by the purchase of the old Buckingham Theater property, has doubled its capacity. The Highland Real Estate Co. has organized with a paid-up capital of \$100,000. It has purchased 260 acres of fine residence property, which will be cut up in one and two-acre tracts, upon which homes will be built to suit purchasers. The Ford Flour Co. is preparing to erect a large plant on Second avenue, south. The Nashville Carpet Cleaning and Rug Factory has added \$10,000 worth of machinery to its plant. Ground has been broken for \$50,000 addition to Belmont College for young ladies. This addition is necessary in order to accommodate pupils who are demanding admission to the school. The Peabody Normal School, which is to receive \$1,000,000 from the Peabody fund, will build a \$250,000 additional structure this year. Rapid progress is being made on the 14-story skyscraper which is being erected by the Corner Realty Co. on the corner of Fourth avenue and Church street. This building, when completed, will have 219 single offices and 22 double offices above ground. The First National Bank and commercial organizations will occupy the ground-floor space. This will be one of the most modern fireproof office buildings in the world. Its cost will be considerably over \$400,000.

The work on the Southern Methodist fireproof building on Broad street is looming up, and this magnificent structure, which will cost over \$250,000, will soon be added to our city. The Marshall & Bruce Co., printing and lithographing, will erect a modern building costing \$100,000. The Duncan Hotel, already one of the best in the South, will add two stories to its building and make other improvements at a cost of \$100,000. Contracts for this work are now in process of completion.

The Union Bank & Trust Co. has purchased property on the corner of Union street and Third avenue, north, for \$75,000, and has made plans to erect a large bank building thereon. The Fourth National Bank of this city will erect a new building at a cost of \$150,000. Bids will be asked for at an early date.

A pipe-works company has been organized for West Nashville. This company is capitalized at something over \$200,000. The bidding for this plant by other cities has been spirited, but "Greater Nashville," on account of cheap freight rates, natural advantages, cheap fuel, etc., offered the best inducements. Liberty Mills is breaking ground for a large elevator and warehouse. Upon completion this building will hold 100,000 bushels of wheat. The elevator will contain all modern improvements and appliances. The building will be concrete and absolutely fireproof. Lebeck Bros. have purchased property on Church street and will erect a large retail dry-goods store at a cost of upwards of \$100,000. Work will commence on this building early this summer. The Castner-Knott Dry Goods Co. has purchased property on Fifth avenue and Church street and will erect a mammoth building for its retail business this spring. This is one of the largest retail dry-goods companies in the South.

A deal has been perfected for property on Broad street which fronts 130 feet and has a depth of 220 feet, on which will be erected a large modern fireproof apartment-house.

Nashville is in need of manufacturing agents for fireproof tiling. Concerns of this kind should take notice. A metal-working establishment to build boilers, etc., would be welcome. Nashville wants a wagon factory, and will put any amount of money in such an enterprise.

The Nashville Belting Co. has been granted a charter. Its capital is \$15,000, paid up. Ambrose & Bostleman Company, stationery and printing, with a capital of \$35,000, has been granted a charter.

The city limits of Nashville are to be enlarged to take in suburban towns. This will increase the population of our city to 140,000 people. L. R. EASTMAN,

Secretary Chamber of Commerce.

WORKING FOR LEXINGTON.

The Material Interests of That Kentucky Center to Be Developed.

[Special Cor. Manufacturers' Record.]
Chamber of Commerce,

Lexington, Ky., March 11.

Heretofore Lexington has been content to be known as the horse center of the country. Recent developments in the mountain regions to the south, southeast and east of Lexington and the building of a very complete system of electric roads that will connect Lexington with the several county-seats of joining counties has so increased the commercial growth of Lexington that we find there are a lot of things we ought to have here that we haven't. The Chamber of Commerce has therefore determined to make a strenuous effort to bring Lexington in line as a manufacturing center. By reference to a good map it will be observed that Lexington is the natural hub of the most populous and by far the most famous section of Kentucky. To the southeast is the

vast virgin mountain section that is just beginning to be opened up.

The building of the Lexington & Eastern Railway from Lexington to Jackson, together with the O. & K. road from Jackson to Cannel City, has opened a vast and fertile field for all kinds of commercial industries. There are still counties in this section that have no railroad line within their borders. These counties are rich in forest and mine products. We feel that Lexington will be called on more and more every day to supply the ever-increasing wants of this new country and the new people who go in there, and what is wanted and not made in Lexington will have to be brought from elsewhere.

With the unlimited supply of coal, lumber, oil, gas, fire-clay and other raw stuff so close at hand, Lexington today offers a better place for location than most anywhere else we know of.

We are still an agricultural community, with horses, hemp, tobacco and whiskey as leaders, but we want to grow as a manufacturing center also. We have the ground, railroads and the markets for the output if we can get the factories.

JOHN G. CREAMER, Secretary.

To Develop Saluda-River Power.

Another important water-power development is announced for the South. It will be undertaken by the Saluda River Power Co. of Greenville, S. C., which has just been incorporated with a capital stock of \$30,000 by Messrs. Lewis W. Parker, A. G. Furman, J. I. Westervelt and H. J. Haynesworth, all of Greenville. For some time these parties have been quietly at work perfecting their plans for this development, and now active construction will soon be begun. A dam 38 feet high will be constructed across the Saluda river, and the power so developed will be transmitted by electricity to Greenville, a distance of about four miles, for the purpose of operating cotton mills and other manufacturing enterprises, for furnishing electricity for lighting purposes, etc.

Peat Factory for Florida.

Peat used for fuel is formed by the growth and decay of sphagnum moss, and there are extensive beds of it near Orlando, Fla., which will at once be developed. J. M. Cheney of Orlando is the promoter of the project, and he has been quietly at work on the proposition for some time. He has ordered an equipment of machinery and will have a portion of it in operation in April. The plant will have a capacity of from 40 to 50 tons of the dried peat bricks each day of 10 hours.

F. H. Andres, president the American Manufacturers' Agency, P. O. Box 589, Alexandria, Egypt, writes to the MANUFACTURERS' RECORD that he desires to learn of the best American manufacturers of oil and gasoline stoves, heaters and lighting apparatus.

The Southern Paper-Box Manufacturers' Association has been organized with Messrs. A. S. Woolwine of Nashville, president; L. J. Troustine of Atlanta, vice-president; Paul A. Clement of Atlanta, secretary; and J. H. Ogden of Knoxville, treasurer.

The Cumberland City (Tenn.) Board of Trade has been organized with Messrs. R. J. McFall, president; Nixon Pickard, secretary; George Stackler, corresponding secretary, and S. E. Bradford, treasurer.

A commercial and industrial association has been organized at Troy, Ala., with Messrs. Charles Henderson, president; C. L. Brannen, vice-president; J. C. Henderson, treasurer, and H. D. Boyd, Jr., secretary.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

NEW BIRMINGHAM LINE.

Road to Reach Atlanta as Well as to Find a Seaport at Brunswick.

Connected with the announcement that the long-expected extension of the Atlantic & Birmingham Railway from Montezuma, Ga., to Birmingham, Ala., would be undertaken this year comes the news from Atlanta that a connecting road will be built southwest from that city to reach the extension at Wedowee, Ala., thus making a new route between Atlanta and Birmingham. To build the extension and the connecting road application has been made to charter the Atlanta, Birmingham & Atlantic Railway Co., the list of incorporators being headed by P. S. Arkwright, president of the Georgia Railway & Electric Co. of Atlanta, the others being R. E. Cullinane, S. J. Bradley, W. B. Stovall, H. M. Milan, F. M. Sisk, J. F. Weisinger, G. W. Brine, Walter T. Colquitt and Ben J. Conyers. It is further said that those behind the plan are Capt. W. G. Raoul, president of the Atlantic & Birmingham Railway; H. M. Atkinson of Atlanta, Gordon Abbott of Boston, Percy R. Pyne of New York and George Dole Wadley of Waycross, Ga., who are all directors in the road, Mr. Wadley being vice-president and general manager. In addition to these, S. M. Inman of Atlanta and T. Jefferson Coolidge of Boston are named as being associated with the project.

The petition for charter says that the extension from Montezuma to Birmingham will be about 241 miles long, of which 110 miles will be in Georgia and 131 miles in Alabama. It will probably run through Macon, Taylor, Talbot, Meriwether and Troup or Heard counties in Georgia and Randolph, Chambers, Clay, Talladega, St. Clair and Jefferson counties in Alabama. The connection from Atlanta will probably run through Fulton, Campbell, Douglas, Coweta and Carroll or Heard counties in Georgia and Randolph county in Alabama.

Although the petition for charter indicates that the distance by the proposed road from Atlanta to Birmingham will be about 185 miles, the map indicates that it will probably be rather less than that distance between the two cities. As heretofore noted, the Atlantic & Birmingham Construction Co. has applied for a charter to do the work of building the line. The incorporators of the construction company are R. E. Cullinane, W. B. Stovall, F. M. Sisk and S. J. Bradley, who are also incorporators of the railroad. Mr. Atkinson is reported to be president of the construction company.

Preparations to build the line are already actively under way in the vicinity of Oglethorpe and Montezuma, Ga., Mr. Alexander Bonnyman, superintendent of the Atlantic & Birmingham Railway, having been appointed chief engineer and having assumed his duties on March 1. Concerning the work the MANUFACTURERS' RECORD has received official information that the company put a party of engineers in the field at the first of the month, and that they began locating the proposed line from Montezuma toward Birmingham. Another locating party will start out of Talbotton, 45 miles northwest of Montezuma, in a few days. About two years ago a very careful preliminary survey was made over the route that is now being located, and it is expected that the engineers will have ready for construction about 50 miles of line per month. At present it is the intention that the line shall go through the towns of Oglethorpe,

Talbotton and Lagrange, Ga., but its location has not been definitely decided from Lagrange to Birmingham, Ala. The profile shows that the work is heavy and the country quite hilly after leaving Talbotton going toward Birmingham. It is expected to let the work to approved contractors from time to time as a sufficient amount of line is located.

The completion of this extension will give the Atlantic & Birmingham Railway a direct route of about 435 miles from Birmingham to the Atlantic ocean at Brunswick, Ga.

Bids are now being requested for building the first 50 miles from Montezuma westward, which will be ready for graders between March 20 and April 1.

TWO LOUISIANA LINES.

Plans of Alexandria, Bayou Macon & Greenville and the Monroe & Lake Providence.

Mr. J. D. Garrison, chief engineer of the Alexandria, Bayou Macon & Greenville Railway Co., writes from Delhi, La., to the MANUFACTURERS' RECORD as follows:

"Operations on this line have been conducted quietly during the past eight months perfecting arrangements for beginning construction in the coming spring. As previously reported, the surveys have been practically completed between Wisner, La., and Eudora, Ark., through a distance of about 85 miles. Rights of way have been assured along most of this reach, and taxes in aid of the line are now being canvassed in the wards passed through, with every assurance that they will be voted.

"It is the intention of the company to complete the surveys at once between Eudora, Ark., and the Mississippi river opposite Greenville, and between Wisner and Alexandria, La., immediately after which construction will probably begin."

Mr. Garrison, who is also chief engineer of the Monroe & Lake Providence Railroad Co., also writes from Oak Ridge, La., to the MANUFACTURERS' RECORD as follows: "The surveys for this line have been in progress since the beginning of the year and the line has been located between Oak Ridge and Floyd, a distance of 22 miles. It is expected that the entire line between Monroe and Lake Providence, a distance of 63 miles, will be ready for construction within about 90 days. The line will be an exceptionally favorable one, having almost no curvature and very light grades, the maximum being .2 of 1 per cent., which is rarely used. It traverses a country of exceeding fertility, a large portion of it being through virgin forests of the finest hardwood in the South, consisting of oak, ash, elm, gum, hickory, pecan, locust, etc., with considerable cypress along the streams. The lands when cleared raise on an average a bale of cotton per acre, and in this condition readily bring \$50 to \$75 per acre. These lands in timber now sell for about \$10 per acre, but with the building of this line, which is practically assured by the taxes which have been voted, they will increase greatly in value and price."

STREET-RAILWAY DEAL.

Several Lines at Wheeling Purchased by a Syndicate for a Merger.

Dispatches from New York announce that J. P. Hornaday and A. L. Rich of Cincinnati, representing a syndicate, have purchased control of several electric railways at Wheeling, W. Va. The properties bought are those of the Wheeling Traction Co., the Wheeling & Elm Grove Railway, the City Railway of Wheeling, the Steubenville, Mingo & Ohio Valley Electric Railway and the Wheeling & Western Traction Co. The properties of the

Suburban Water & Light Co., the Wheeling Bridge Co. and the Wheeling Park Association are also said to be included.

It is further stated that the purpose of the purchasers is to merge these various properties and operate them under one management. There will be a stock company with \$10,000,000 capital, and bonds of \$7,000,000 will also be issued. The finances will be provided by New York, Pittsburg, Cincinnati and Louisville capitalists, A. L. Rich & Co. of Cincinnati being prominently interested.

The deal, it is said, was closed in New York, those present, besides Messrs. Hornaday and Rich, being B. Walker Peterson of Wheeling, T. H. Condeman of Philadelphia, president of the Wheeling Traction Co.; J. A. Howard, president of the Elm Grove Company; J. J. Holloway, vice-president of the Wheeling Traction Co., and H. Clark Ford of Cleveland, second vice-president of the Wheeling Company.

WINSTON-SALEM'S LINE.

New South Bound Railroad Proposed for a Coal Route.

The Board of Trade of Winston-Salem, N. C., announces that the Winston-Salem South Bound Railway Co., recently chartered by the North Carolina legislature, has been organized, and the Board further says that the prospects for building the line are bright, provided sufficient encouragement in the matter of rights of way are secured and corporate subscriptions from counties, townships, towns and cities are made. The city of Winston-Salem has already taken steps preliminary to voting on a liberal subscription. Other places south of Winston-Salem have been invited to send delegates to a meeting to be held at that city to consider the railroad proposition.

The plan as outlined is to build a line about 80 miles long from Winston-Salem southward to connect with the Seaboard Air Line and the Atlantic Coast Line either at Wadesboro or Hamlet, N. C. This would give a new and short route to Charleston, S. C., and other points. It is particularly claimed that it would form a direct connection between the coal fields and the whole of the Atlantic seaboard. It would connect the Norfolk & Western and the Southern Railway on the north with the Seaboard Air Line and the Atlantic Coast Line on the south.

LEXINGTON-VERSAILLES.

Central Kentucky Traction Co. Formed to Build Electric Railways.

The Central Kentucky Traction Co. has been incorporated to build the proposed electric line from Lexington to Versailles, besides others to Nicholasville, Winchester and Richmond, Ky., making a total of 68 miles of line. The incorporators of the company are Louis des Cognets, president of the Lexington Railway Co.; D. F. Frazee, president of the Phoenix National Bank; J. W. Rodes, cashier of the same bank; John McClintock, Peter G. Powell, W. W. Bain and Tipton L. Young, all of Lexington. The officers are D. F. Frazee, president; John McClintock, vice-president; J. Waller Rodes, treasurer; Peter G. Powell, secretary; H. T. Brown, engineer. The directors also include Louis des Cognets and Thomas Combs. President Frazee is reported as saying that ground will be broken within 15 days and the engineer will begin work immediately. A new survey will be made on the Versailles route, which will be the first line constructed.

Memphis Street Railways.

The purchase of the Memphis Street Railway Co. by Ford, Bacon & Davis of 24 Broad street, New York, has been fol-

lowed by the election of the following officers: George H. Davis, president; Thomas H. Tutwiler, general manager; E. W. Ford, superintendent of transportation, and W. H. Burroughs, secretary and treasurer. The purchase was made from C. K. G. Billings and Frank G. Jones, who were, respectively, president and vice-president of the company. Isidore Newman & Sons, bankers, of New York and New Orleans, financed the deal. It is stated that the improvements proposed by the former owners of the property will be made.

The Memphis Street Railway now has 87 miles of track, and recently a franchise was granted for building 16 miles additional. The construction of this extension is among the improvements to be made. The company has about 250 cars. Orders have, it is stated, been given for 70 additional cars.

Missouri, Arkansas & Southern.

Mr. R. W. Earnhart, president of the proposed Missouri, Arkansas & Southern Railroad, writes from Batesville, Ark., to the MANUFACTURERS' RECORD that the engineering corps is ready to take the field, and it is expected to follow the survey with construction work. The road will be about 150 miles long and will pass through a very rich agricultural country, besides a virgin timber belt terminating in a fine mineral and building-stone section. The company expects to use re-laying steel and second-hand rolling stock.

A press report says that the line will run from Batesville to Caruthersville, Mo., and that it is the purpose of the company to eventually extend to Little Rock. Others interested are N. E. Duffy, Lyman Reeder, A. T. Evans and W. H. Calloway.

Houston-Galveston Electric.

Mr. Frank P. Read of Johnston & Read, general railroad construction contractors, Houston, Texas, writes the MANUFACTURERS' RECORD that the proposed Houston-Galveston Electric Railway, of which he is an incorporator, has organized a stock company with a capital stock of \$1,350,000 for the purpose of building and equipping approximately 50 miles of electric railway between the cities of Houston and Galveston. The chief engineer, D. M. Duller, is now in the field with an engineering corps locating the line, which is practically an air line between these points. The territory traversed by the line is practically level, therefore eliminating any heavy grading features and necessarily makes the construction very light.

Gasoline Motors for Railways.

The organization of the Traction Company of America, with offices in the Drexel Building, Philadelphia, is announced for the purpose of assisting local companies throughout the United States in securing railroad facilities for their respective communities. The capitalization of the company is \$10,000,000, and it is stated that those interested are practical railroad builders, operators and financiers. The president is Thomas F. Deegan. It is further said that the company controls a successful gasoline-car system the adoption of which would reduce operating expenses 60 per cent. as compared with electric roads. It is the intention of the company to finance and build railways.

Sikeston & Southeastern.

The Sikeston & Southeastern Railway Co. has been chartered in Missouri to build a line 30 miles long from Sikeston to a point on the Mississippi river opposite Hickman, Ky. The incorporators are J. Frederick Gould, Walter L. Hensley and J. Bridwell Smith of Farmington

Mo.; M. McGouey, St. Louis; Joseph J. Hoeken, Hillsboro, Mo.; Lee Phillips and M. Gray, New Madrid, Mo.; E. J. Deal, Charleston, Mo.; T. Frank Roberts, Sligo, Mo.; Senator John E. Marshall, C. M. Smith, A. J. Matthews, Green B. Greer, C. P. McCoy, F. M. Sikes, J. W. Marshall, W. H. Myers and M. G. Gresham of Sikeston, Mo.

Staunton to Rockbridge Baths.

Mr. T. J. Whalen writes from Middlebrook, Va., to the MANUFACTURERS' RECORD that it is proposed to build an electric railway from Staunton to Rockbridge Baths, 30 miles. It will run through Middlebrook, Newport and Brownsburg. The line will be standard-gauge and will carry freight and passengers. It is also proposed to furnish light and power to customers along the route, which lies through one of the best agricultural sections of the State. The electricity will be generated by water-power. Engineers have not yet been engaged upon the work.

Montgomery Traction Deal.

Mr. R. D. Apperson of Lynchburg, Va., has been elected president, and Mr. Charles R. Miller of Philadelphia, secretary and treasurer of the Montgomery Traction Co. of Montgomery, Ala., control of which was lately purchased in the interest of a syndicate. Mr. J. O. Janney of Philadelphia is also said to be interested. President Apperson is quoted as saying that improvements will be made to the company's property.

Mr. Miller Denies It.

Mr. Jeff N. Miller, vice-president of the St. Louis, Brownsville & Mexico Railway, Kingsville, Texas, writes the MANUFACTURERS' RECORD denying the press report which quoted him as saying that his company had purchased the Trinity & Brazos Valley Railway. Continuing, Mr. Miller says that the interview in question was fictitious, as he was not in Houston on the date mentioned and gave no such information to anyone.

Railroad Notes.

Mr. Willis Callaway has been appointed traveling freight agent of the Seaboard Air Line Railway, with headquarters at Jacksonville, Fla., to succeed Mr. W. D. Nelson, resigned.

An officer of the Chesapeake & Ohio Railway informs the MANUFACTURERS' RECORD that he has had no advice of a purchase of the Coal River & Western Railway by the Chesapeake & Ohio Railway, which was recently reported in press dispatches.

The Queen & Crescent Route announces that at New Orleans, in addition to its depot at Press street, it now has the use of the depot at Basin and St. Louis streets, in the heart of the business district; also that it has acquired the use of the Port Chalmette terminals for handling export freight through New Orleans.

Mr. W. S. Shank, treasurer of the Lewisburg Milling & Electric Co., writes from Lewisburg, W. Va., to the MANUFACTURERS' RECORD that the company is contemplating the building of a five-mile electric railway, and will need ties, rails, poles, wires, generators, electric locomotives, cars, etc. It already has boiler and engines.

The appointment of Mr. J. G. Pugh as traveling freight agent of the Western Maryland Railroad and of the West Virginia Central & Pittsburg Railway is announced in a circular from the office of Mr. W. T. Hunter, general freight agent. Mr. Pugh was for several years in the freight department of the Baltimore & Ohio Railroad.

PHOSPHATES

TENNESSEE PHOSPHATE.

Recent Developments and Plans in the Mt. Pleasant Field.

[Special Cor. Manufacturers' Record.]
Mt. Pleasant, Tenn., March 10.

A recent trip to Hickman county reveals the fact that business is promising to open up in that phosphate field with wonderful activity the coming season. The New York & St. Louis Mining & Manufacturing Co., which purchased the Peery lands, about 9000 acres, several years ago from Messrs. Cunningham, Coble & Meeks, has commenced operations and has the work well under way. It is sinking a shaft on the property west of the old Nunn mines of the Tennessee Phosphate Co. and is constructing a complete up-to-date phosphate plant on the Centerville branch of the N. C. & St. L. Railroad a short distance south of Buffalo switch, and the two works will be connected with a narrow-gauge railroad running along the top of the ridge. A hoisting cage will be installed in the shaft, and when the mine is developed and the plant in operation the rock will not be touched by hand from the time it is loaded in the mine cars several hundred feet below the surface of the ground until it is unloaded from the railroad cars at the acid phosphate factories in St. Louis and other points.

The Jarecki Chemical Co. of Sandusky and Cincinnati, Ohio, which bought property in Gray's Bend, on the north side of Duck river, a year or so ago, will also commence operations this summer. It will erect a complete plant at the mouth of Swan creek on the Swan Creek spur of the Centerville branch, and will convey the rock from the mouth of the mines one and three-quarters miles to and across Duck river to this plant by means of a cableway or wire-rope tramway.

The Ward Mining Co. is about winding up its brown-rock deposit on the Magill place and is opening up its blue-rock mine on the Bend place on Blue Buck creek. The output is absorbed by the Charleston (S. C.) Mining & Manufacturing Co., which latter company has a 10-year lease on the property and railroad of the Duck River Phosphate Co. At that property in Totty's Bend considerable development work is going on, but the output is materially decreased on account of the very steep grade and bad condition of the railroad track.

H. D. Ruhm and F. S. Wheeler, who already owned 736 acres of the land surrounding the Duck River Company in Totty's Bend, purchased another piece of 20 acres there last Tuesday.

The National Acid Co. of New Orleans, La., represented by Mr. S. C. Carmack of Mt. Pleasant, has purchased and is mining on the old Stewart place at the mouth of Swan creek.

This property was originally purchased by H. D. Ruhm, agent, for the Virginia-Carolina Chemical Co. for \$10,000. That company mined some 25,000 tons of rock from the property and then sold it for \$5000 to James Brown, thinking it had exhausted the rock deposit. The latter opened up the place anew, and finally sold it to the National Acid Co. for \$13,000, reserving part of the farming land. These parties estimate 50,000 tons or more still left, and they have a steam shovel in operation removing the overburden and mining the rock.

Swift & Co. of Chicago are operating on the Easton place between Centerville and the mouth of Swan creek.

The Meridian Fertilizer Factory of Meridian, Miss., has on Indian creek near Twomey an extensive, well-equipped and businesslike blue-rock mine and plant.

The American Cotton Oil Co. of New York, Adair Bros. & McCarthy of Atlanta, Big Swan Phosphate Co. of Mt. Pleasant, Hudson of Mobile, W. F. Prescott of Cleveland, P. B. & S. Bradley of Boston and H. D. Ruhm and F. S. Wheeler of Mt. Pleasant all own large tracts of phosphate lands in that field awaiting railroad development.

Miners here are gradually putting up their prices, preparing to let the manufacturers begin to use the lower-grade rock of other fields. Latest quotations here for summer of 1905 delivery are: Ground rock, 68 to 72 per cent. B. P. L., \$3 per ton of 2000 pounds; unground rock, 70 per cent. B. P. L., 5½ per cent. I. & A., \$3 per ton of 2240 pounds; unground rock, 75 per cent. B. P. L., 5½ per cent. I. & A., \$3.40 per ton of 2240 pounds; unground rock, 78 per cent. B. P. L., 5 per cent. I. & A., \$3.75 per ton of 2240 pounds; export rock, 78 per cent. B. P. L., 3 to 4 per cent. I. & A., \$4.35 per ton of 2240 pounds. Prices for immediate shipment vary with the weather and supply of rock on hand. This latter is at present very light, the stocks for March, 1905, being less than 50 per cent. of what they were in March, 1904, the very severe winter having caused the most complete cessation of mining ever known here.

Demand for Fertilizer.

At different points in the South are indications that recovery is under way from the halting in January and February in the sales of fertilizers. Mr. R. A. Brand of the Atlantic Coast Line in an interview at Augusta said: "Fertilizer shipments are way behind, and will be much less than last year, but the fertilizer people in Charleston say that they are now receiving as many orders as they can fill, and the carrying capacity of the railroads is being taxed to its utmost. The season in which the business can move is, however, very short now, and, of course, the total will be much smaller." At Columbia, S. C., proceeds of the tag tax in the first eight days of March were more than twice what they were in the same period last year. There was a falling off in January and February, and it is not even now known whether the activity in March means that farmers will fertilize a smaller acreage in cotton more heavily or will use the fertilizers for other products.

The railroads in South Carolina report an unusually heavy movement of fertilizers and cottonseed, and the Southern Railway is said to be using every car it can find to fill rush orders.

From Jackson, Miss., comes the news that the fertilizer factories there are rushed with orders. Up to a fortnight ago many large retail dealers and planters have either greatly reduced or cancelled their orders, but with the planting season opening the farmers are actively in the market.

During February 12,497 tons of phosphate rock were shipped through Savannah, Ga., to Bremen, Hamburg, Genoa, Wagram, Oderburg and Venice.

The Joint Committee of Progress of Richmond, Va., a body designed to secure co-operation of all business organizations for the advancement of the city, has been permanently organized with Messrs. John Stewart Bryan, chairman; Carlton McCarthy, vice-chairman; John Howard, Jr., treasurer, and John M. Ryall, Dr. McGuire Newton, Joseph Wallerstein, John B. Minor, Charles B. Cooke, Robert Lee Taylor, S. S. P. Patteson, Dr. E. N. Calish and Dr. W. J. Young, executive committee.

Mr. E. F. King has been appointed soliciting agent of the Southern Railway Co. at Jacksonville, Fla.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Economy in Lumbering.

An interesting example of the profitability of conservative forest management in this country is furnished by Dr. S. B. Caldwell of Paducah, Ky., who has dealt in the timber lands in the southwestern part of the State for 58 years. "In 1847," says Dr. Caldwell, "I sold timber from a tract of land at \$1 an acre, the purchaser having the privilege of removing what he wanted and leaving what he did not want. He took the choice trees, but left a considerable amount standing. In 1870 I sold the timber from the same tract and got for it \$2 a tree. The purchaser removed an average of three trees per acre. In 1884 I sold the timber from the same tract for the third time, and got for it as much as I had received at the second sale."

Dr. Caldwell's experience in the woods taught him long ago the wisdom of conservative forest management. Thirty years ago, when he came into possession of a tract of about 700 acres near Paducah, he sold a quantity of the timber for wagon stock. At that time forestry in this country was virtually unknown. Dr. Caldwell, however, was sufficiently foresighted to allow no trees to be cut except those which he selected. He went about in the woods and picked out trees whose tops and general appearance showed they had passed their period of greatest vigor and trees which interfered with promising young growth. His forest has been culled a number of times in the past 30 years, but so wisely has the cutting been done that today the land will average from 10,000 to 15,000 board feet per acre. This was an experiment in forestry which has amply justified itself, and shows how a shrewd, farsighted man may, even without technical advice, secure good returns from his woodland without impairing its productive value and while putting himself in position to profit by the steady rise which is taking place in timber values.

Southwestern Yellow Pine.

A study of the yellow pine of Colorado, Arizona and New Mexico made by the national bureau of forestry reveals conditions and possibilities of great importance. The forests of this region are a valuable source of lumber for home use and for the maintenance of important industries. The timber is good, the forests are easily logged, and industries other than farming and grazing are needed for a rounded development of the region. Without these forests the railroads also would be forced to haul their construction supplies long distances. Most of the land in the forested area is too high to be irrigated, but if the tree growth is fostered the land which it occupies may become an important factor in the conservation of water for the development of agriculture in adjacent regions. The rainfall in this section is largely the product of brief, heavy thunderstorms or it comes as snow during the winter. Gentle, continuous rains are rare. This condition emphasizes the need of a forest cover on all the slopes, for when the hills are bared by injudicious lumbering, fire or overgrazing, the storm waters rush rapidly to the bottom, bearing great quantities of soil and rock, or the snow melts with undesirable rapidity under the direct rays of the sun.

For successful reproduction of pine on lumbered areas fire and overgrazing, the two controllable agencies most destructive at the seedling stage, must be controlled. On the moist slopes and high elevations

seed bearing and reproduction are relatively abundant, forage plants are plentiful and water-holes and streams are numerous, hence there is little danger to seedlings from trampling or browsing, as is evidenced by the very excellent reproduction often found in places which have been sheep-grazed for years. Here fires are the greatest danger, as there is more grass and litter to feed them than at lower levels and on dry slopes. A very careful fire patrol of such territory, keeping close watch on sheep herders and campers during the periods when the forest is free from snow, will insure good reproduction of pine over these moist areas.

On the lower and drier slopes overgrazing is the most destructive agent working against reproduction. Good seed years are less frequent, the quantity of seed is smaller and the conditions for germination are often very poor, so that reproduction is meager as compared to other areas. Owing to the scant growth of grass and the light isolated litter due to the open condition of the forest here, fires are infrequent and very restricted in extent, and the grazing further reduces the ability of fire to spread by reducing the amount of inflammable material. Scant forage and isolated watering-places cause a closer working of localities adjacent to such watering-places. Trampling and browsing of seedlings are the determining factors of reproduction on these areas. By regulating the number of sheep to be pastured on any given area, limiting the length of the grazing season, keeping the bands of sheep moving and not allowing them to be held on small tracts near water-holes chosen as handy camping-places by the herders, the greater part of the danger from overgrazing can be avoided or reduced to a minimum, and a fair reproduction can be secured in these least favorable localities.

The Mississippi-Louisiana Retail Lumber Dealers' Association will meet at Vicksburg April 11 and 12.

A freight steamer is to be built at Columbia, S. C., for service between that city and Georgetown, now that the completion of the work of opening up the Congaree to navigation is assured.

Builders and contractors of Wheeling, W. Va., are perfecting a permanent organization upon lines similar to those of the Builders' Exchange which was dissolved two or three years ago.

The United States Cast-Iron, Pipe & Foundry Co. of Chattanooga, Tenn., has received a contract for \$12,000 worth of six-inch cast-iron water pipe for the city of Nashville.

The British steamship Blane field brought to Norfolk last week 53,695 bags of nitric of soda from Peru to be used in the manufacture of fertilizer.

Among the acts passed by the Arkansas legislature was one authorizing the St. Francis Levee Board to issue \$250,000 in bonds.

The Chamber of Commerce of Columbia, S. C., is preparing to issue a handbook for the information of investors.

About \$1,000,000 will be invested in manufacturing plants at Jackson, Miss., during the coming year.

A cargo of 200,000 bushels of corn for Copenhagen was carried from Newport News, Va., last week.

The Lafayette (Ga.) Cotton Mills' additional machinery, reported last week as contracted for, will include 1000 spindles and 32 looms, which the Lowell (Mass.) Machine Shop will supply.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Cotton-Holding Corporation.

The Cotton Planters' Commission & Holding Co., an outgrowth of the January cotton convention at New Orleans, was organized last Friday with Messrs. W. P. Brown of New Orleans, president; Harvie Jordan of Monticello, Ga.; E. S. Peters of Calvert, Texas; A. Brittin of New Orleans and S. P. Walsley of New Orleans, vice-presidents. The charter provides for a capital stock of \$10,000,000, of which \$100,000 are to be paid in before commencement of business. The board of directors will consist of Lewis B. Farley, Montgomery, Ala.; H. Y. Brooks, Luverne, Ala.; A. H. Hill, Brantley, Ala.; Dr. L. E. Love, Dardanelle, Ark.; J. J. Scroggins, Morrilton, Ark.; John D. Walker, Sparta, Ga.; Jacob Bernheimer, Port Gibson, Miss.; J. P. Allison, Concord, N. C.; W. S. Lipscomb, Gaffney, S. C.; W. T. Bowdre, Memphis, Tenn.; L. B. Irvin, Stillwater, Okla.; C. H. Jenkins, Brownwood, Texas; R. R. Dancy, Houston, Texas; J. C. Hickey, Henderson, Texas; J. A. Brown, Chadbourne, N. C.; M. C. Gay, Fort Gaines, Ga.; Hon. Hoke Smith, Atlanta; Col. E. S. Peters, Calvert, Texas; Walter S. Clark, Clarksdale, Miss.; J. S. Davis, Waxahatchie, Texas; S. P. Witherspoon, Meridian, Miss.; E. D. Smith, Magnolia, S. C.; F. M. Green, Atlanta, Texas; G. W. York, Indianola, I. T.; T. L. Maxwell, Mounds, La.; W. P. Brown, New Orleans; A. Brittin, New Orleans; S. P. Walsley, New Orleans; Harvie Jordan, Monticello, Ga.

Hopedale Mills Company.

The Hopedale Mills Co. of Burlington, N. C., has been organized with James N. Williamson, Jr., president; Edward B. Barbee, vice-president, and Lynn B. Williamson, secretary-treasurer, for the purpose of manufacturing cotton goods. This company takes over the Juanita Cotton Mills, which property was bid in at public outcry in December last by F. B. Arendell of Raleigh, N. C. His bid was \$30,000, and has been confirmed by the court. The mill property includes buildings, 6200 spindles, carding machines, water-power plant, etc., and is to be improved and modernized by the new owners. It is understood that considerable new machinery will be installed.

Mill for Villa Rica.

The Golden City Cotton Mill Co., reported last week as incorporated at Villa Rica, Ga., proposes to establish a cotton-cloth mill with an equipment of 5000 spindles and 160 looms. Its projectors have not determined all the details. W. J. Nalley, one of the incorporators, is engineer in charge of construction and installation. He has offices at 918 Austell Building, Atlanta, Ga. The company's capital stock is \$60,000.

Doubling Moultrie Mill.

Contracts have been awarded for all the machinery necessary in doubling the plant of the Moultrie Cotton Mills of Moultrie, Ga., referred to last week. The company will increase its equipment from 5000 to 10,000 spindles, together with the required picking and carding machinery. It will begin soon the erection of the additional building needed.

The Merry Oaks Knitting Mill.

The stockholders of the Merry Oaks Hosiery Co., reported incorporated last week at Merry Oaks, N. C., have organ-

ized and elected J. W. Boling, president; T. C. Laurence, secretary-treasurer, and J. E. Gunter, superintendent. With Messrs. L. E. Rollins, R. J. Yates and J. J. Bryan, the officers are the directors. The company will establish, to begin with, a plant of 10 knitting machines, two ribbers and two loopers for manufacturing unfinished half-hose. It has a paid-in capital of \$3000, and a capital stock of \$50,000 is authorized.

The Burlington Hosiery Mills.

Extensive betterments will be arranged for the Burlington Hosiery Mills of Burlington, N. C. The company has secured a larger building, to which its present equipment will be removed and there doubled, beside being generally improved. A new steam engine, boilers and knitting machines will be installed, and later a finishing department will be added. The mill is at present operating 30 knitting machines on the production of cotton seamless half-hose.

The Whitehall Yarn Mill.

The report presented last week regarding the Georgia Manufacturing Co. was an error. The Whitehall Yarn Mill, John R. White, proprietor, is the plant which has awarded contracts for the necessary machinery to double its capacity. Present equipment is 2500 ring spindles and 800 twisting spindles. The error as to the Georgia Manufacturing Co. arose from the fact that Mr. White is president of that company. The plant is located at Whitehall, Ga.

Textile Notes.

The Hermitage Cotton Mills will be incorporated and organized to take over and continue the Camden Cotton Mills of Camden, S. C. This plant was recently sold at public outcry to the parties who will organize the new company. There are 12,000 spindles and 300 looms in position.

The Whitmire Manufacturing Co. of Whitmire, S. C., has completed the installation of its machinery and began the manufacture of handkerchiefs. This company incorporated some months ago with a capital stock of \$10,000, and W. H. Rasor is president and treasurer. Electricity is used for operating the machinery.

The Norfolk Knitting Co. of Norfolk, Va., has been organized with a capital stock of \$20,000 for the purpose of manufacturing knit underwear. It has secured a plant and will begin production next month. Frederick H. Brayton of Nyack, N. Y., will be the manager. He was mentioned last month as to establish a mill in Norfolk.

QUOTATIONS OF COTTON YARNS.

By Paulson, Linkhorn & Co., New York, Philadelphia and Chicago. March 14.

No. 10s-1 and 12s-1 warps.....	14 1/2 @
No. 14s-1 warps.....	15 @
No. 16s-1 warps.....	15 1/2 @
No. 20s-1 warps.....	16 @
No. 22s-1 warps.....	16 1/2 @
No. 24s-1 warps.....	17 @
No. 6s to 10s yarns.....	14 @ 14 1/2
No. 12s-1.....	14 1/2 @
No. 14s-1.....	15 @
No. 16s-1.....	15 1/2 @
No. 20s-1.....	16 @
No. 22s-1.....	16 1/2 @
No. 24s-1.....	17 @
No. 8s-2 ply soft yarn.....	15 @
No. 10s-2 ply soft yarn.....	16 @ 16 1/2
No. 8s-2 ply hard.....	14 1/2 @
No. 10s-2 ply hard.....	15 1/2 @ 16
No. 12s-2 ply.....	16 @
No. 14s-2 ply.....	16 1/2 @
No. 16s-2 ply.....	17 @
No. 20s-2 ply.....	17 1/2 @ 18
No. 24s-2 ply.....	18 @
No. 26s-2 ply.....	19 @
No. 30s-2 ply yarn.....	19 1/2 @
No. 40s-2 ply.....	23 @ 23 1/2
No. 8s-3, 4 and 5 ply.....	14 1/2 @
No. 20s-2 ply chain warps.....	16 1/2 @ 17
No. 24s-2 ply chain warps.....	18 @
No. 26s-2 ply chain warps.....	18 1/2 @
No. 30s-2 ply chain warps.....	19 @
No. 16s-3 ply.....	16 @
No. 20s-3 ply.....	16 1/2 @ 17
No. 24s-3 ply.....	18 @

Market quiet.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and more attention than a mere circular.

BALTIMORE BUILDING NOTES.

Business Buildings.

Baltimore—Office Building.—The Keyser estate and H. Irvine Keyser, 14 East Mt. Vernon Place, have awarded contract to Broderick & Wind Engineering & Construction Co., builders, second floor, 102 East Lexington street, for the construction of the Keyser Building, to be located at southeast corner Calvert and German street, after plans and specifications by Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street. Structure to be 10 stories high with basement, 82.3x109.10 feet; Indiana limestone exterior with granite base; concrete foundation; steel-frame fireproof construction; slag roofing; ornamental iron; bronze grille; copper frames and sashes glazed with wireglass; skylights; interior marble; mail chute; hot-water heater; sanitary plumbing. Heating system, electrical work, elevators, mechanical plant, directory, lighting fixtures and inside finish of buffet and restaurant not included in contract. This building previously mentioned.

Baltimore—Dwellings.—The Luzerne Land Co. has awarded contract to Frank Novak, builder, 800 North Duncan street, for the construction of 19 dwellings to be located at corner Glover and Jefferson streets. Structures to be two stories high with basement, 13x45 feet; brick with stone trimmings; tin roofing; galvanized-iron cornices; gas fixtures; sanitary plumbing; heating system; cost to be \$15,000.

Baltimore—Store and Office Building.—Geo. K. McGaw of the Acker, Merrill & Condit Company, 230 North Charles street, has purchased the property located at southwest corner Charles and Mulberry streets, and will erect a six or eight-story store and office building on the site, which is 35x150 feet. Cost of building will be about \$200,000.

Baltimore—School Building.—The building committee of the Egerton Female Orphan Asylum, 1002 Madison avenue, as a result of a competition, has selected Wyatt & Nolting, architects, Builders' Exchange Building,

2 East Lexington street, to prepare plans and specifications for an administration building and two cottages to be located on Cedar avenue. Structures to be two stories high with basements; stone exteriors; electric wiring and fixtures; sanitary plumbing; heating system; steam laundry. Cost of buildings will be about \$50,000. These buildings previously mentioned.

Baltimore—Church.—The Union Baptist Church, Harvey Johnson, pastor, 775 West Lexington street, has awarded contract to R. C. Boone, builder, 522 Falls road, for the construction of church building to be located at 1219 to 1227 Druid Hill avenue, after plans and specifications by Wm. J. Beardsley, architect, 35 Builders' Exchange Building, 2 East Lexington street. Structure to be one story high with basement, 60x100 feet; granite exterior; concrete foundation; steel beams and girders; cast-iron columns; slate and tin roofing; electric wiring and fixtures; sanitary plumbing; heating system. This building previously mentioned.

Baltimore—Warehouse.—The Baltimore Sand & Contracting Co., Gay and Pratt streets, recently reported as having purchased the property located at Front and Low streets, has commissioned Jacob F. Gerwig, architect, 16 Clay street, to prepare plans and specifications for a five-story warehouse to be located on the site, which is 110x110 feet.

Baltimore—Warehouse.—The date has been extended to March 14 for submitting estimates on construction for warehouse for Jacob Schoeneman, 219 West Baltimore street, to be located at 316 West German street, after plans and specifications by Louis Levi, architect, 704 Union Trust Building, Charles and Fayette streets. Full details concerning the building, together with names of builders estimating, recently mentioned.

Baltimore—Warehouse.—James C. White, wholesale paint dealer, York, Pa., has purchased the property located at 309 West Mulberry street and will erect a warehouse on the site, which is 22x100 feet.

Baltimore—Warehouse.—James A. Whitcomb, care of I. A. Miller, 11 East Saratoga street, has purchased the property located at 19 South Charles street, and has commissioned Charles E. Cassell & Son, architects, 411 North Charles street, to prepare plans and specifications for a three-story warehouse to be erected on the site, which is 18.10x168 feet.

Baltimore—Store Building.—Further details have been obtained concerning store building for the Slinger Manufacturing Co., New York, to be erected at 109 and 111 West Lexington street after plans and specifications by Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street. Structure to be six stories high with basement, 40.9x75.5 feet; marble or Indiana limestone exterior; granite base; concrete foundation; steel-frame construction fireproofed with terra-cotta; slag and copper roofing; ornamental iron; interior marble; vault lights; metal frames and sashes glazed with wireglass; copper skylights; mail chute; revolving doors; prismatic glass; electric wiring and fixtures; sanitary plumbing; steam-heating system; electric passenger elevator; hydraulic-plunger pavement lift. Cramp & Co., 407 St. Paul street; James Stewart & Co., 319 North Charles street; Charles McCaul Company, 123 West Saratoga street; Noel Construction Co., McCulloh and Eutaw streets; John Cowan, 106 West Madison street; B. F. Bennett, 123 South Howard street; Henry S. Rippel, 7 Clay street; Murphy Construction Co., 202 West Fayette street; Tatterson & Thuman, 214 North Liberty street; and Ambrose B. Stannard, 14th and E streets N. W., Washington, D. C., have been selected to estimate on the construction. Estimates to be in March 22. Wm. Steele & Sons, 17 West Saratoga street, are also estimating on the building.

Baltimore—Store Building.—O. H. Reeside, 1803 North Monroe street, has awarded contract to George W. High, builder, 807 North Monroe street, for the construction of store building to be located at Walbrook avenue and Monroe street. Structure to be two stories high, 34.6x70 feet; brick with stone trimmings; tin roofing; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system; cost to be about \$5000.

Baltimore—Stable.—George Hafer, Garrison avenue and Baltimore & Potomac Railroad, will erect stable and carriage-house to be located on Garrison avenue; one building to

be two stories high, 33x72 feet, and the other two stories high, 25x30 feet; brick with stone trimmings; slag roofing; sanitary plumbing; cost to be about \$4000.

Baltimore—Warehouses.—An extension has been made to March 22 for submitting estimates on construction on warehouses for the Deford Company, Calvert and Lombard streets, to be located on Lombard, Grant, Hollingsworth and Matthews streets after plans and specifications by W. H. Hodges, architect, Wilson Building, 301 North Charles street. Full details concerning the building, together with names of builders estimating, recently mentioned.

Baltimore—Office Building.—The plans and specifications will be completed this week by Simonson & Pietsch, architects, Hoen Building, 302 East Lexington street, for the office building for the United States Fidelity & Guaranty Co., 16 West Saratoga street, to be located at southwest corner Calvert and Water streets. Structure to be seven stories high with basement, 68x92.9 feet; Indiana limestone exterior with granite base; concrete foundation; steel-frame fireproof construction; slag roofing; interior marble; fireproof vaults full height of building; electric wiring and fixtures; sanitary plumbing; heating system; elevators; cost to be about \$200,000. Any responsible builder can obtain the plans and specifications for the purpose of submitting estimates on construction. This building previously mentioned.

Baltimore—Store Building.—The Russell Construction Co., 17 East Saratoga street, is an additional builder who is estimating on the alterations to store building at 24 West Lexington street after plans and specifications by Charles M. Anderson, architect, 324 North Charles street.

Baltimore—Store Building.—J. Harry Lee, 512 North Calvert street, has purchased the property located at 218 North Charles street. The site, which is 22x120 feet, is improved by a three-story store building.

Baltimore—Warehouse.—George L. Keister, 109 West Camden street, has awarded contract to M. L. Wright, builder, 324 West Biddle street, for the construction of warehouse to be located at northwest corner Light and Pratt streets after plans and specifications by E. J. Schellentrager, architect, Pittsburg, Pa. Structure to be five stories high, 25x59 feet; brick with granite base and Indiana limestone trimmings; concrete foundation; steel beams; slag roofing; galvanized-iron cornice and balustrade; electric wiring and fixtures; sanitary plumbing; cost to be about \$12,000. This building previously mentioned.

Baltimore—Dwellings.—Augustus Hampson, 307 St. Paul street, will erect for himself 13 dwellings to be located at corner Druid Hill avenue and Whitelock street. Structures to be two stories high with basement, each 13x42 feet; brick with stone trimmings; tin roofing; galvanized-iron cornices; gas fixtures; sanitary plumbing; heating systems; cost to be about \$13,000.

Baltimore—Warehouse.—The Saratoga Construction Co., 627 North Calvert street, has awarded contract to German & Co., builders, 327 St. Paul street, for the construction of warehouse to be located at 407, 409 and 411 East Saratoga street after plans and specifications by Jacob F. Gerwig, architect, 16 Clay street. Structure to be three stories high, 66x100 feet; brick with stone trimmings; concrete foundation; steel beams and girders; cast-iron columns; slag roofing; fire shutters; sanitary plumbing; elevator; cost to be about \$10,000. This building previously mentioned.

Baltimore—Warehouses.—Further details have been obtained concerning three warehouses to be erected at 119, 121 and 123 Chesapeake for the Sheppard and Enoch Pratt Hospital, 317 North Charles street, contract for the construction of which was previously reported as having been awarded to John E. Marshall & Sons, builders, 212 North Calvert street. Structures to be four stories high, 66.7x65.10 feet; brick with bluestone trimmings; concrete foundation; steel beams; slag roofing; galvanized-iron cornices and skylights; metal frames and sashes glazed with wireglass; sanitary plumbing. Heating systems, electric wiring, gas and electric fixtures and elevators not included in contract; cost of building to be about \$30,000.

Baltimore—Fish Market.—Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets; Henry S. Rippel, 7 Clay street; Charles McCaul Company, 123 West Saratoga street; D. W. & G. H. Thomas, Vickers Building, German street near South street; Cramp & Co., 407 St. Paul street; M.

C. Davis, 140 West Fayette street; B. F. Bennett, 123 South Howard street; Broderick & Wind, 102 East Lexington street; John A. Sheridan Company, 321 North Holliday street; W. N. Hildebrand & Co., Lobe Building, 15 South Gay street; Tatterson & Thuman, 214 North Liberty street; C. Sheehan & Son, 117 East Centre street; Charles Gilpin, 601 Union Trust Building, Charles and Fayette streets; Wm. H. Wells, 214 North Liberty street; German & Co., 327 St. Paul street; Wm. Penrose, 209 St. Paul street; Henry Smith & Sons Company, 116 South Register street, all of Baltimore, Md., and the Cranford Paving Co., Home Life Building, Washington, D. C., are all of the building contractors who have to date obtained plans from the office of the inspector of buildings, City Hall, for the purpose of submitting estimates on construction of municipal fish market after plans and specifications by Simonson & Pietsch, architects, Hoen Building, 302 East Lexington street. Full details concerning the building recently mentioned. All bids to be in March 22.

Baltimore—Apartment-house.—Further details have been obtained concerning apartment-house for Wm. L. Stork, 1 West Mulberry street, to be located at southwest corner Charles and Franklin streets after plans and specifications by Edward H. Glidden, architect, Wilson Building, 301 North Charles street. Structure to be seven stories high with basement, 58x100 feet; Pompeian brick with ornamental terra-cotta trimmings; granite base; concrete foundation; steel beams; cast-iron columns; first and second floors of reinforced-concrete construction; ornamental iron; interior marble; electric wiring and fixtures; sanitary plumbing; steam-heating system; electric elevator. Mr. Stork will erect the building himself, and is now taking estimates from subcontractors for the different parts of the building.

Baltimore—Warehouse.—Joseph Schamberger, builder, 225 East Baltimore street, is the lowest bidder and will be awarded the contract for the construction of warehouse for John Ryan, Jr., proprietor Patapsco Oil & Grease Co., 212 South street, to be located at 115 and 117 Cheapside. Structure to be four stories high, 36x66 feet; brick with stone trimmings; concrete foundation; steel beams; cast-iron columns; slag roofing; galvanized-iron cornice; metal frames and sashes glazed with wireglass; fire shutters; sanitary plumbing. Electric wiring and fixtures, heating system and elevator not included in contract. This building previously mentioned.

Baltimore—Dwellings.—Charles E. Spalding, 213 Courtland street, has purchased the property located on Calvert street near 28th street, and will erect a number of dwellings on the site, which has a frontage of 105 feet.

Baltimore—Dwellings.—Augustus Hampson, 307 St. Paul street, has purchased the property located on Druid Hill avenue near Whitelock street, and will erect about 40 dwellings on the site, which is 58x75 feet.

Baltimore—Dwellings.—The Luzerne Land Co. has awarded contract to Frank Novak, builder, 800 North Duncan street, for the construction of 17 dwellings to be located on Luzerne and Jefferson streets. Structures to be two stories high with basements; brick with stone trimmings; tin roofing; galvanized-iron cornices; gas fixtures; sanitary plumbing; heating systems; cost to be about \$20,000.

Manufacturing Buildings and Other Enterprises.

Baltimore—Steam Laundry.—Joseph Archer of Archer's Laundry, Howard and Mulberry streets, recently reported as having purchased the property located at 313, 315 and 317 West Mulberry street for the purpose of enlarging his plant, has engaged John Stack & Sons, builders, 250 West Preston street, to make extensive alterations to buildings at 313 and 315 West Mulberry street and erect a new three-story building at 317 West Mulberry street. Cost of improvements will be about \$12,000.

Baltimore—Engineering and Contracting.—The Potomac Engineering & Contracting Co., 209 St. Paul street, recently reported as having been incorporated, has taken over the business of the Philadelphia Wrecking & Contracting Co. Wm. Penrose is president and treasurer, and Robert F. Stanton is vice-president and acting secretary.

Baltimore—Copper Works.—Lawrence Ellerbrock, coppersmith, 312 North Holliday street, has purchased the property located at 29 South Frederick street, and will erect building on the site, which is 34x100 feet.

Baltimore—Paper-box Factory.—The Russell Construction Co., 17 East Saratoga street, is an additional builder who is estimating on the construction of paper-box factory for the Bartgis Bros. Company, 1030 Linden avenue, to be erected at 6 and 8 South Greene street after plans and specifications by Morris & Clifford, architects, 657 Calvert Building, Fayette and St. Paul streets. Full details concerning the building, with names of other builders estimating, recently mentioned.

Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

ALABAMA.

Birmingham—Drug Company.—Incorporated: The Medical Supply Co., with \$25,000 capital stock, by A. W. Sims, S. S. Knight and R. K. Edwards.

Birmingham—Wood-fiber Plaster Factory.—The American Wood Fiber Plaster Co. of Akron, Ohio, it is reported, has secured site in North Birmingham on which to establish plant for making wood-fiber plaster; capital stock \$25,000.

Birmingham—Paper Company.—Incorporated: The Ivy Leaf & Paper Co., with \$50,000 capital stock, by J. R. Smith, Jr., J. M. Smith, Collier Campbell and T. V. Johnson.

Birmingham—Warehouse and Terminal Company.—Jobbers' Warehouse & Terminal Co. has been incorporated with \$50,000 capital stock. A. B. Mitchell is president, and G. N. Henderson, secretary.

Birmingham—Laundry.—Domestic Laundry Co. has been incorporated, with \$10,000 capital stock, by Joseph Brower, Isaac Price and P. W. Brower.

Birmingham—Real Estate.—Adamsville Land & Development Co., with \$40,000 capital stock, by A. Brown, C. R. French and J. L. Vaughan.

Birmingham—Telephone System.—The People's Home Telephone Co. has secured franchise to extend its lines to Woodlawn, near Birmingham.

Birmingham—Coal-mining.—The Pratt Coal Co. is reported as having purchased 20,000 acres of coal lands on the Ensley Southern Railroad at \$500,000.

Birmingham—Railroad Cattle Guards.—The Standard Cattle Guard Co. has been incorporated, with \$50,000 capital stock, for the manufacture of metal cattle guards for use on railroads. Samuel Abernathy of Ponoka, Ala., is president; W. T. Coggin of Greeley, Ala., secretary-treasurer; Geo. W. Morgan of Keener, Ala., general manager, and Chas. D. Stewart, engineer, constructing special machinery. For information address the secretary and treasurer.*

Brundige—Fertilizer Factory.—It is proposed to erect fertilizer factory, and F. C. Bass can give information.

Gadsden—Iron Furnace.—It is announced that the Alabama Consolidated Coal & Iron Co. has decided to authorize the immediate construction of another iron furnace at Gadsden, duplicating the present plant. This has been under consideration for some time. The new furnace will cost about \$350,000, and is to have a daily output of 300 tons of pig-iron. When the first stack was built it was planned so that another stack could be added when needed at a minimum cost. T. G. Bush, offices at Birmingham, Ala., is president of the company; New York offices at 74 Broadway.

Geneva.—J. B. McCrary of Atlanta, Ga., now of Senola, Ga., is engineer in charge of the construction of water-works referred to last week.

Greenville—Sewerage and Street Improvements.—City contemplates issuing \$10,000 of bonds for construction of sewerage system and for street-paving purposes; Claude E. Hamilton, mayor.

Luverne—Electric-light Plant and Water-works.—The Luverne Electric Light & Water Co. has been incorporated, with \$10,000 capital stock, by J. R. Horn, J. M. Cody, R. G. Reddick, T. W. Shows, F. M. T. Tankersley, E. O. Bishop, J. O. Sentell and B. R. Bricken.

Mountain Creek—Graphite Mining.—The Chilton County Graphite Co. has increased its capital stock to \$50,000, and will make improvements to plant. A. H. Munger is president.

New Decatur—Furniture Factory.—Incorporated: The Borgeson-Albes Manufacturing Co., with \$10,000 capital stock, by P. O. Borgeson and C. E. Albes, to manufacture furniture.

Sylacauga—Water-works and Electric-light Plant.—City has engaged Arthur Pew of At-

lanta, Ga., to prepare plans and specifications for water-works and electric-light plant for which \$30,000 of bonds was previously reported as issued. Address The Mayor.

Oakman—Coal Mines and Coke Ovens.—Incorporated: Gaslight Coal & Coke Co., with \$60,000 capital stock, by J. M. Kirkwood, David Kirkwood, Samuel Levy and Simon Levy, to mine coal and manufacture coke.

Tuscaloosa—Machine Shop, Foundry, etc.—Daniel Bros. Machine Co., reported incorporated last week with \$5000 capital stock, will operate general machine repair and blacksmith shop and will later do foundry work. The plant at present will be 50x80 feet, and another of the same size will be built within a few months. Arthur Laycock is architect, and W. E. Daniel, engineer in charge.

Tuskegee—Electric-light Plant.—The town contemplates erecting electric-light plant of 800 to 1000 16-candle-power lights. Address W. H. Crawford.*

West End (P. O. Birmingham)—Sewerage System.—Town has voted affirmatively the proposed \$15,000 bond issue for constructing sanitary sewer system. Address Town Clerk.

ARKANSAS.

Arkadelphia—Natural-gas Mains.—The Eureka Gas & Oil Co. has secured 20-year franchise for furnishing the city with natural gas.

Arkadelphia—Cigar Factory.—Reports state that Morris Fine will establish cigar factory.

Ashdown—Townsite.—It is reported that George W. Layne, president Joplin (Mo.) Savings Bank, and associates have purchased 7200 acres of land near Ashdown, on which they will locate townsite.

England—Ice Plant.—A company has been organized with H. S. White, president; Dr. N. B. Beakley, vice-president; G. W. Morris, treasurer, and H. S. White, secretary, to erect and operate ice plant. Work on the erection of building will commence at once.

Piggott—Wagon Factory, etc.—Incorporated: The Clay County Manufacturing Co., with \$20,000 capital stock, by G. F. Ellis, T. L. Davis, O. H. Parrish, Z. T. Underwood, W. W. Pollard and associates, to manufacture wagons, farm implements, etc.

Texarkana—Plantation Company.—The Wynn Plantation Co. has been incorporated, with \$50,000 capital stock, by E. K. Smith, D. L. Davis and W. H. Davis, to conduct a general plantation business.

FLORIDA.

Archer—Foundry and Machine Shop.—H. Maddox of Tloaga, Fla., is erecting foundry and machine shop.

Eau Gallie—Water-works.—Town is arranging for the construction of water-works; supply to be obtained from a six-inch artesian well. Address The Mayor.

Jacksonville—Electrical Supplies.—The Atlantic Supply & Electric Co. has been incorporated with \$50,000 capital stock to deal in electrical machinery and supplies. Henry G. Aird is president; A. A. Kind, vice-president; C. S. Beaver, secretary-treasurer, and A. A. Kind, general manager.

Jacksonville—Beverage Factory.—White, Walton & Co. of Jacksonville and the Hagan & Dodd Company of Atlanta, Ga., manufacturers of the Red Rock ginger ale, are organizing \$100,000 company for the establishment of plant for its manufacture in Jacksonville. It is also stated that similar plants will be established in various cities in Florida.

Monticello—Cigar Factory.—Engleman & Solky are reported as interested in the establishment of plant for the manufacture of cigars.

Monticello—Bottling Works.—D. B. Mills is reported as interested in the establishment of bottling works.

Orlando—Peat Factory.—J. M. Cheney and associates have about completed the construction of proposed peat factory, which will have an output of 40 to 50 tons of dried peat bricks every 10 hours; machinery has been purchased.

GEORGIA.

Athens—Laundry.—L. F. Edwards, D. F. Miller, C. H. Philizy, H. J. Rowe, C. N. Hodgson and associates have organized the Athens Domestic Laundry, with \$10,000 capital stock, for the establishment of laundry.

Atlanta—Grist, Flour, Saw and Cottonseed Mills.—Incorporated: Amella Mills, with \$15,000 capital stock, by E. M. Kirk, J. P. Windson and E. M. Underwood, to operate grist, flour, saw and cottonseed mills.

Atlanta—Paper-box Factory.—W. S. Adler, Walter Rich and Oscar Strauss have incorporated the Piedmont Paper Co. with \$10,000 capital stock to manufacture paper boxes.

Atlanta—Electrical Supplies.—Chartered: Allison-Simmons Company, with \$5100 capital stock, by R. E. Allison, E. P. Simmons and others, to deal in electrical supplies, etc.

Atlanta—Railroad Shops.—It is reported that the Seaboard Air Line Railway Co. will remove its shops from Abbeville, S. C., and Cedartown, Ga., to Atlanta, where they will be consolidated. W. W. Gwathmey, Jr., Portsmouth, Va., is chief engineer.

Atlanta—Ice Plant.—F. O. Rettig of Chattanooga, Tenn., and A. J. Teague of Columbus, Ga., have purchased site on which to erect 100-ton ice plant. Contract for the machinery has been let.

Blakely—Steam Laundry.—Reports state that J. G. Skinner is arranging for the erection of steam laundry.

Lafayette—Cotton Mill.—The Lafayette Cotton Mills' additional machinery, reported last week as contracted for, will consist of 1000 spindles and 32 looms.

Pine Mountain—Asbestos and Mica Mines, etc.—The Pine Mountain Mica & Asbestos Co., reported last week in connection with the development of mica and asbestos deposits, the erection of mills, etc., was previously incorporated with a capital stock of \$1,000,000. The company's lands, owned and leased, include 6500 acres in Rabun county containing mica, asbestos and various other minerals, besides water-power property which it is believed will develop from 650 to 800 horse-power. This power will be utilized in the company's early operations. Willis Wright of Terre Haute, Ind., is president; G. A. Schull of Indianapolis, Ind., vice-president, and Edward D. Moore of Indianapolis, treasurer. The company has general offices at 323 Law Building, Indianapolis.

Rome—Foundry and Machine Shop.—It is reported that the Davis Foundry & Machine Co. will rebuild its plant in West Rome, reported burned last week at a loss of \$9000.

Whitehall—Cotton-yarn Mill.—The report of last week regarding the Georgia Manufacturing Co. was incorrect. It is the Whitehall Yarn Mill, John R. White, proprietor, which has awarded contracts for machinery to double its capacity; present equipment, 2500 ring spindles and 800 twisting spindles.

Villa Rica—Cotton Mill.—The Golden City Cotton Mill Co., reported incorporated last week with \$60,000 capital, proposes to establish a mill of 5000 spindles and 160 looms. W. J. Nalley, one of the incorporators, is engineer in charge; offices at 918 Austell Building, Atlanta, Ga.

KENTUCKY.

Ashland—Street Paving.—City has let contract to John Bradley of Nashville, Tenn., at \$131,270.65 for paving streets previously referred to.

Catlettsburg—Publishing.—Thomas B. Garner, reported last week as having purchased the plant of the Daily Press, which would be improved and operated, has organized as the Press Publishing Co., with \$25,000 capital stock.

Covington—Stove Foundry.—I. Droege & Sons Foundry Co. has let contract to the Stewart Iron Works Co. for rebuilding plant recently burned; structure to be 150x170 feet, of steel.*

Lexington—Automobile Factory.—Reports state that J. W. Hambrick of Cincinnati, Ohio, contemplates establishing automobile factory.

Lexington—Hardware Company.—Incorporated: Payne & Beard Company, with \$15,000 capital stock, by George Payne, J. W. Beard and E. T. Houllhan, to continue the business of Payne & Beard.

Louisia—Cannery.—Louisia Canning Factory, reported organized last week to establish cannery, will erect two-story building 32x80 feet and equip for a capacity of 20,000 cans of tomatoes, beans and corn; capital stock \$5000; A. Snyder, president.*

Madisonville—Ice Plant and Laundry.—W. H. Pritchett, W. J. Ruby and C. W. Lindsey have incorporated the Madisonville Ice & Laundry Co. with \$20,000 capital stock.

Milton—Telephone System.—Reports state that a company is being organized with \$15,000 capital stock to construct telephone system, and E. M. Coleman, secretary Home Telephone Co., Louisville, Ky., is interested.

Paducah—Building-block Factory.—Reports state that Simon Green and F. P. Jenkins of Henderson, Ky., are investigating site for the establishment of plant to manufacture cement building blocks.

Paducah—Canning Factory.—The Paducah Canning Co. has been reorganized with Jesse Well, president; Adolph Well, secretary-treasurer, and Mr. Yoder, manager, to operate canning factory.

Paducah—Stock-food Factory.—The Old Kentucky Manufacturing Co., manufacturer of

live-stock food, has increased capital stock to \$30,000. H. R. Lindsey is president.

Salem—Coal-mining.—Reports state that D. Garth Hearne, president of the Eagle Fluorspar Co., has purchased the coal-mining rights on land owned by Willis Hodge near Salem, and will arrange at once for its development.

LOUISIANA.

Abbeville—Brick Works.—It is reported that Summa Caldwell of Abbeville and Louis P. Brinkman of Mt. Vernon, Ind., will establish brick plant.

Bell's Store—Cotton Gln.—H. D. Moore will erect two-story wood building covered with iron, 24x50 feet, to replace cotton gin reported burned last week under Slaughter, La. About \$4000 will be invested.*

Bolinger—Saw-mill.—S. H. Bollinger & Co. will rebuild at once hand-saw mill reported burned at a loss of \$25,000.

New Orleans—Electric Power-plant Improvements.—The receivers of the New Orleans Railways Co. are arranging for making extensive improvements at the power plant for increasing the capacity, to include a smokestack and foundations, two additional boilers of 900 horse-power each, two superheaters, two stoker equipments, flues, dampers, economizers, coal chutes, scales, ash chutes, ash hoppers, steam pipes and covering to cost \$110,000, and a 2550 three-phase 2300-volt alternating machine and auxiliaries at a cost of \$30,000.

New Orleans—Telephone Exchange.—The Cumberland Telephone & Telegraph Co. has purchased building on Esplanade street, which will be converted into a telephone exchange. All the most modern equipment will be installed.

New Orleans—Transportation Company.—Hanson City Towing Co. has been incorporated with \$8000 capital stock to operate boats, barges, etc. Samuel J. Sutherland is president; William A. Scott, vice-president, and William C. Campbell, secretary-treasurer.

New Orleans—Saw-mills, etc.—Chartered: The Balmer Manufacturing Co., with \$100,000 capital stock, to operate saw-mills, stave factories, etc.

New Orleans—Real Estate.—The Greater New Orleans Realty & Development Co., recently organized with \$200,000 capital stock, has completed organization with John A. Wogan, president; Leonard L. Stern, vice-president; Samuel H. Bell, secretary, and George Redersheimer, treasurer. The company owns 680 acres of land, which it will improve.

Planchville—Street Paving.—Town is considering the paving of streets and sidewalks. Address The Mayor.

Welsh—Oil Company.—Welsh Warehouse & Supply Co. has incorporated, with \$15,000 capital stock, to deal in oils, etc. J. W. Tanner is president; Silas W. Day, vice-president, and Forest L. Tanner, secretary-treasurer.

MARYLAND.

Centerville—Electric-light and Gas Plant.—Reports state that D. S. Pindell of Sault Ste. Marie, Mich., representing the Bruce Electric Light Co., has been granted the right to erect and operate electric-light and gas plant.

Hagerstown—Flour Mill.—John Gossnickle has let contract to D. J. Helston & Son of Martinsburg, W. Va., for the erection of proposed flour mill; plant to have a daily capacity of 60 barrels.

MISSISSIPPI.

Ackerman—Electric-light Plant.—It is reported that T. F. McGee contemplates installing electric-light plant.

Crystal Springs—Basket and Box Factory.—The Mississippi Manufacturing Co., it is reported, has purchased site on which to erect basket and box factory. Now and improved machinery will be installed.

Forest.—Incorporated: Story & Co., with \$30,000 capital stock, by Mrs. A. H. Story and others.

Greenville—Paving.—City will let contract April 4 for paving 600,000 square feet of granolithic sidewalk; J. S. Allen, city engineer.*

Greenville—Planting Company.—The Catalpa Planting Co. has been incorporated, with \$30,000 capital stock and privilege of increasing to \$50,000, by S. C. Bull, Charles West, Morris Rosenstock, Phillip P. Gilchrist and associates.

Greenwood—Street Paving.—City will issue \$50,000 of bonds for street paving, as previously reported. Address The Mayor.

Greenwood—Railroad Repair Shops, Roundhouse, etc.—It is reported that the Yazoo & Mississippi Valley Railroad will remove its roundhouse and shops from Tchula to Greenwood; M. Gileas, general superintendent, Memphis, Tenn.

Gulfport—Electric-light and Power Plant.—J. T. Jones and associates are reported as having secured franchise to operate electric-light and power plant.

Holly Springs—Sewerage System.—Guild & Co., Chattanooga, Tenn., have contract to construct sewerage system, for which \$19,000 of bonds was previously reported voted.

Jackson—Pearl-button Factory.—Incorporated: Mississippi Pearl Button Manufacturing Co., with \$5000 capital stock, by C. J. V. Seuter, R. L. Evans and Willis Jones. Mr. Seuter was previously reported as to organize company for the establishment of pearl-button factory.

McCool—Hardware Company.—J. W. Turner, J. W. Kimbrough and others have incorporated the Turner Hardware Co., with \$6000 capital stock.

Meridian—Water-works.—C. W. Robinson, John Kamper, E. Cahn, E. S. Bostick, Edwin McMorris, H. M. Street, John M. Richardson, J. H. Hinton, K. Threftoot and S. Rothenberg have incorporated the People's Water-Works Co. with \$15,000 capital stock and privilege of increasing to \$250,000.

New Albany—Canning Factory.—C. W. Young, C. S. Cullens, R. H. Patterson and A. A. Graham are organizing company referred to last week for the establishment of canning factory. The company will have a capital stock of \$5000 and a daily capacity of 5000 two-pound cans. Engineer has not been engaged.

New Albany—Water-works and Electric-light Plant.—City is completing arrangements for the construction of water-works and electric-light plant for which \$20,000 of bonds was previously reported voted, and bids for the work will be received until March 28. W. F. Wilcox, Jackson, Miss., is engineer in charge.*

Rich—Cotton Gin.—Merchants & Planters' Gin Co. has been organized, with \$10,000 capital stock, by W. T. Tannerhead, Jr., M. E. Wilson, O. D. Scott, W. T. Birdsong, T. M. Garrett and associates.

Rosedale—Electric-light Plant.—Town is considering the establishment of electric-light plant. Address The Mayor.

Ruby—Mercantile.—Hopewell Mercantile Co. has been incorporated, with \$20,000 capital, by M. C. McNeill and others.

Starkville—Water-works and Electric-light-plant Improvements.—City will vote April 15 on the issuance of \$8000 of bonds for improvements to water-works and electric-light plant. Address The Mayor.

Sumrall—Mercantile.—Incorporated: Williams Mercantile Co., with \$25,000 capital stock, by N. B. Williams and others.

Yasoo City—Artificial Building-block Factory.—Reports state that Glass & Morford will establish plant for the manufacture of artificial building stone.

MISSOURI.

Centrals—Water-works.—City will vote April 4 on the issuance of bonds for the construction of water-works. Address The Mayor.

Hermann—Shoe Factory.—The Peters Shoe Co. of St. Louis, Mo., which recently acquired the plant of the Hermann Shoe Manufacturing Co., contemplates making extensive improvements.

Liberty—Water-works.—City has voted affirmatively the proposed \$55,000 bond issue for the construction of water-works. Address The Mayor.

Nevada—Sewerage System.—City has voted the proposed \$10,000 bond issue for the construction of sewerage system. Address The Mayor.

St. Louis—Shoe Factory.—It is reported that the Peters Shoe Co. is arranging for the erection of another shoe factory.

St. Louis—Oil and Gas Wells, etc.—The General Fuel & Illuminating Co. has incorporated, with \$60,000 capital stock, to develop oil and gas lands, manufacture gas, refine oil, operate pipe lines, etc.; incorporators, Thomas G. Rutledge, Joseph W. Lewis, Sol Lande, Wm. P. Price and L. R. Carter.

St. Louis—Chemical Works.—The Rebekah Chemical Co. has been incorporated with \$20,000 capital stock by K. Rebekah Gray, C. Elmar Gray, Charles C. English, Gustave H. Schollmeyer, Thomas Flannely and Armistead L. Churchill to manufacture chemicals.

St. Louis—Self-feeders and Knife-grinders. Ed. R. Koenig, Albert Weber, George Weber of St. Louis, F. S. Rich of East St. Louis, Ill., and M. M. Baker of Peoria, Ill., have incorporated the Rich Self-Feeder Co. to manufacture and deal in the Rich self-feeder and the Rich knife-grinder; capital stock \$25,000.

St. Louis—Real Estate.—The Currier Realty Co. has been incorporated, with \$50,000 capital stock, by James M. Cllmer, G. A. Currier and W. I. Matheny.

St. Louis—Brass Type Foundry.—Incorporated: Western Brass Type Foundry Co., with \$50,000 capital stock, by Charles H. Schmidt, Edward J. Schmidt and Fred L. Wessel, to manufacture and sell brass type and other printers' material.

St. Louis—Machine Shop.—Reuter-Jones Manufacturing Co. has been incorporated, with \$40,000 capital stock, to manufacture and deal in all kinds of machinery and mechanical devices; incorporators, Philip G. Reuter, William R. Jones, T. L. Reuter and A. E. Jones, all of Nashville, Ill.

St. Louis—Woodenware Factory.—E. Ward, Benoit Building, will receive bids for the erection of five-story factory building 130x50 feet to be erected by the Crunden-Martin Woodenware Co., after plans by Mauran, Russell & Garden, Chemical Building; structure to be built of red brick and terra-cotta, composition roof, window guards, copper cornices, equipped with elevators, fire-escapes and all modern improvements; cost \$50,000.

St. Louis—Heating Plants.—J. T. Bradley, J. H. Rosene, J. H. Hicks and others have incorporated the Bradley Heating Co., to manufacture, construct and install heating plants; capital stock \$30,000.

St. Louis—Oil Works.—Southwestern Oil Co. has been incorporated with \$15,000 capital stock by E. N. Van Harten, S. W. Fordyce, Jr., and Charles M. Polk to manufacture and deal in petroleum products, greases, naval stores, flaxseed products, etc.

St. Louis—Manufacturing and Mercantile Company.—Incorporated: Askus Manufacturing & Mercantile Co., with \$50,000 capital stock, by William M. Nix, John R. Woodward and Henry W. Goessling, to do a general manufacturing and mercantile business.

St. Louis—Publishing.—Charles W. Harris, Wm. T. Jackson and J. Hebert Stafford have incorporated the Harris Publishing Co., with \$12,000 capital stock, to publish the T. P. A. Magazine.

NORTH CAROLINA.

Albemarle—Telephone System.—The Locust Telephone Co. has been incorporated, with \$10,000 capital stock, by E. Love, J. D. Love and others to operate telephone system.

Alma—Lumber Company.—Incorporated: Alma Lumber Co., with \$100,000 capital stock, by P. A. Fore, G. B. Christen and A. B. Fore.

Asheville—Lumber Company.—The Asheville Lumber Co. has been incorporated, with \$5000 capital stock, by J. W. Ramsey, L. A. Gollightly and L. L. Brookshire.

Burlington—Hosiery Knitting Mills.—The Burlington Hosiery Mills has secured a larger building, to which its equipment will be removed and new machinery will be installed for doubling present capacity. An engine, boilers and knitting machines will be added; later a finishing department will be established; present equipment, 30 knitting machines.

Charlotte—Standpipe.—The R. D. Cole Manufacturing Co., Newnan, Ga., has contract for the erection of standpipe previously reported to be built by the city; to be 30 feet in diameter and 135 feet high, having a capacity of 700,000 gallons. H. E. Boardman, C. E. Room 1707, 41 Wall street, New York, was also mentioned as engineer in charge.

Duke—Drug Company.—The E. R. Thomas Drug Co. has been incorporated, with \$10,000 capital stock, by E. R. Thomas, Ophelia Thomas and Jennie Langston.

Lexington—Mercantile.—S. J. Coley and others have incorporated the Lexington Mercantile Co., with \$3000 capital stock.

Merry Oaks—Hosiery Knitting Mill.—The Merry Oaks Hosiery Co., reported incorporated last week, has an authorized capital of \$50,000, with \$3000 paid in. It will install 10 knitting machines for manufacturing half-hose, unfinished. J. W. Boling is president, and T. C. Lawrence, secretary.

Mountain Island—Cotton Mill, Water-power Developments, etc.—It is stated that the Catawba Power Co. of Charlotte, N. C., has purchased a controlling interest in the Mountain Island Mills property, intending to utilize it in connection with its other power developments on the Catawba river. The Catawba Power Co. is pushing its plans for utilizing the power of the Catawba river and transmitting it by electricity for the operation of industrial enterprises throughout North Carolina. Interesting announcements in connection with the acquisition of the Mountain Island water-power, the cotton factory, etc., are expected to be made later. The company's offices are in the Trust Building, Charlotte. Dr. W. Gill Wylie of 28 West 40th street, New York, is president.

Raleigh—Foundry and Machine Works, etc. The Raleigh Iron Works Co., recently reorganized, will increase its capital stock and engage in a general supply and machinery

business in connection with its usual shop work.*

Ramsey—Furniture Factory.—The Ramsey Furniture Co., reported incorporated last week with \$25,000 capital stock, will occupy building 50x100 feet, manufacturing chiffoniers and dressers.

Randleman—Furniture Factory.—Randleman Chair Co. has incorporated, with \$20,000 capital stock, to manufacture furniture; incorporators, M. A. Ferrell, Fred Ingold and J. H. Ferrell.

Siler City—Handle Factory.—J. W. McAdams, C. D. Riddle and others have incorporated the Pioneer Handle Manufacturing Co., with \$5000 capital stock, to manufacture plow handles.

Spencer—Public Improvements.—Town will vote April 18 on the issuance of \$70,000 of bonds previously reported for street improvements and increasing school facilities. Address Town Clerk.

Spencer—Electric Lights and Power.—City has contracted with the Salisbury & Spencer Street Railway Co. for furnishing light and power.

Tryon—Heating and Lighting Plants.—The Cobb Company, reported incorporated last week with \$5000 capital stock, will install steam-heating and acetylene-gas-lighting plants in buildings.*

SOUTH CAROLINA.

Charleston—Grocery Company.—T. L. Webb and others have incorporated the Webb-Jackson Grocery Co., with \$6000 capital stock.

Charleston—Music Company.—St. Julian Grimke and R. G. O'Neale have applied for charter for the Southern Automusic Co., with \$3000 capital stock.

Charleston—Saw and Planing Mills, etc.—Leaphart Lumber Co., previously reported incorporated with \$50,000 capital stock, will operate saw-mill, planing mill and dry-kiln; daily capacity 30,000 feet; office 11 Broad street.*

Chester—Overall Factory.—E. C. Stahn is completing arrangements for the establishment of plant to manufacture overalls. It is also stated that machinery will be installed for making lawn handkerchiefs. Machinery has been ordered. Joseph Achenker will be manager.

Conway—Development Company.—Chartered: Myrtle Bench Development Co., with \$75,000 capital stock, by F. A. Burroughs, B. G. Collins, R. G. Sessions and J. E. Bryan.

Gaffney—Tin Mines.—It is reported that New York and Atlanta (Ga.) parties have secured control of the tin mines operated by S. S. Ross, and a company is being organized to extend the developments.

Greenville—Machine Shop, etc.—It is reported that a depot and repair plant for textile machines will be established, and W. J. Thackston and Lewis W. Parker can probably give information.

Greenville—Water-power-Electrical Plant.—The Saluda River Power Co. has been incorporated with \$300,000 capital stock by Lewis W. Parker, A. G. Furman, J. I. Westervelt and H. J. Haynesworth for the development of the water-power of the Saluda river five miles from Greenville. A dam 38 feet high will be built for generating the power, which will be transmitted by electricity to supply textile and industrial enterprises.

Spartanburg.—It is proposed to establish plant for the manufacture of laundry soap, and T. R. Trimmer is interested.

Union—Municipal Improvements.—Town will vote March 28 on the issuance of \$25,000 of bonds for improvement purposes, including the construction of sewerage system, paving, etc. Address Town Clerk.

Union—Mercantile.—The Union Joint Stock Co., with \$1000 capital stock. Wm. Bogan is president.

TENNESSEE.

Bells—Canning Plant.—It is proposed to establish a canning plant, and inducements are offered to any experienced manager who will locate. Information can be obtained by addressing Sam M. Taylor.

Bristol—Trousers and Overalls Factory.—The Mahoney-Lipscomb Manufacturing Co. is the name of company reported last month as being organized by O. E. Mahoney with \$15,000 capital stock to establish plant for the manufacture of trousers and overalls; office 7th and State streets.*

Centerville—Phosphate Mining and Manufacturing.—The Jarecki Chemical Co. of Sandusky and Cincinnati, Ohio, is arranging for the development of property in Gray's Bend; a plant will be erected at the mouth of Swann creek.

Centerville—Phosphate Mining.—S. C. Carmack of Mt. Pleasant, Tenn., representing the National Acid Co. of New Orleans, La.,

has purchased the old Stewart place at the mouth of Swann creek, and will arrange at once for mining the phosphate.

Centerville—The New York & St. Louis Mining & Manufacturing Co., which owns 9000 acres of phosphate land in Hickman county, has begun the erection of phosphate plant. A shaft is also being sunk on the property, which will be equipped with a hoisting cage.

Coker Creek—Gold-mining.—Reports state that A. W. McGhee and W. A. Cannon have discovered gold on their property at Coker Creek, and will probably arrange for its development.

Columbia—Canning Factory.—Columbia Canning Co. is the name of company reported last week as being organized with Horace Rainey, president, and J. J. Wilson, Jr., manager, for the establishment of canning factory. Two buildings will be erected, one 100x44 feet and one 40x60 feet, which will be equipped for a daily capacity of 15,000 cans; capital stock \$10,000.*

Dickson—Electric-light Plant.—Town will vote March 25 on the issuance of \$6000 of bonds for constructing electric-light plant. Address Town Clerk.

Dresden—Electric-light Plant and Water-works.—City contemplates issuing \$10,000 of bonds for the construction of electric-light plant and water-works. Address The Mayor.

Greenville—Tobacco Factory.—The East Tennessee Tobacco Co. has incorporated to operate the consolidated plants of the Greenville Tobacco Manufacturing Co. and the Campbell Tobacco Factory, referred to last week; authorized capital stock \$50,000; yearly capacity 1,000,000 pounds. J. W. Willis is president; W. A. Jones, vice-president; G. W. Doughty, secretary; W. P. Campbell, treasurer, and W. H. O'Keefe, manager.

Jackson—Natorium.—It is reported that the city will build a natorium at a cost of \$3000 in Lancaster Park. Address The Mayor.

Johnson City—Iron Furnace and Ore Mines. The Cranberry Furnace Co., which has been operating the Cranberry furnace and mines under lease, has purchased the properties from the Virginia Iron, Coal & Coke Co. of Bristol, Tenn. The furnace has an annual output of 30,000 tons of low-phosphorus pig-iron. It is reported the Cranberry Company contemplates adding a steel plant; general offices in Drexel Building, Philadelphia, Pa.

Knoxville—Railroad Repair Shop.—It is reported that the Louisville & Nashville Railroad is arranging for the erection of repair shop at Riverside at a cost of \$10,000; main building to be of frame, 350x150 feet. Address F. A. Beckhart, general foreman Riverside shops, Knoxville.

Knoxville—Veneering Plant.—Reports state that W. H. Raymond of Indianapolis, Ind., is investigating site at Lonsdale on which to erect veneering plant.

Knoxville—Water-power-Electrical Plant.—The Knoxville Power Co., previously referred to, is reported as completing arrangements for the erection of its proposed power plant. This company's purpose is to build a dam on the Little Tennessee river for generating power to be transmitted by electricity. It is understood that about \$2,000,000 will be invested. John T. Wilder is president.

Knoxville—Brewery.—Reports state that William Walbrecht, Sr., manager the New South Brewery & Ice Co. of Middleboro, Ky., is investigating site for the removal of brewery to Knoxville.

Memphis—Iron Works.—Chartered: The Manogue-Pidgeon Iron Co., with \$110,000 capital stock, by Philip Pidgeon, John Manogue, C. H. Trimble, Frank Hunter and Thomas J. Clark.

Memphis—Subways.—The city and several railroads entering the city contemplate building two subways to cost approximately \$70,000 each, and a report has been submitted by J. A. Omberg, Jr., city engineer.

Memphis—Construction Company.—A. Eberhardt Building & Manufacturing Co. will increase capital stock from \$5000 to \$20,000.

Nashville—Pottery.—The Harley Pottery Co. is enlarging plant and doubling the capacity.

Nashville—Lumber-plant Improvements.—The George C. Brown Lumber Co. is arranging for making proposed enlargements to its plant.

Nashville—Printing Plant.—Chartered: Ambrose & Bostleman Company, with \$35,000 capital stock, to conduct stationery and printing plant.

Nashville—Dental Supplies.—The Co-operative Dental Supply Co. has been incorporated, with \$5000 capital stock, by Walter H. White, E. H. Parker, R. E. Morris, J. T. Meadows and Avery Handy, to deal in dental supplies. Building has been secured.

Nashville—Flour Mill.—Ford Flour Co.

will erect two-story brick building 50x120 feet, and desires to correspond with architects relative to plans and specifications; capacity of plant to be 500 barrels. Machinery has been purchased.

Talbott—Flour and Corn Mill.—W. J. Savage & Co., Knoxville, Tenn., are architects and E. F. Witt is engineer in charge of improvement reported last week to be made to the Acme Milling Co.'s plant, including the erection of 1000-bushel corn mill. Contracts have all been let.

TEXAS.

Austin—Limestone Quarries.—It is proposed to organize company for the development of limestone deposits, and Dr. B. M. Worsham is promoting the enterprise.

Austin—Water-works Improvements.—The city council will petition the legislature for permission to arrange a loan of \$400,000 for the purpose of rebuilding the big dam across the Colorado river as an addition to the municipal water-works system. It is stated that H. A. Wroe, city treasurer, is corresponding with Messrs. Burnett, Cummings & Co. of Boston relative to that firm furnishing the capital required.

Bartlett—Electric-light Plant.—R. S. Decker has applied for franchise to install electric-light plant.

Beaumont—Boat-building Plant.—H. W. Coffin of Addison, Maine, will establish plant for the manufacture of boats, as referred to last week.

Boston—Water-works.—Daley & Livingston, Texarkana, Texas, have contract to construct water-works for which Sidney Stewart, Texarkana, Ark., was previously reported as preparing plans.

Cleburne—Railroad Shops.—John Bardon, Fort Worth, Texas, has contract to build shops for the Gulf, Colorado & Santa Fe Railroad, referred to last month; one building to be 180x340 feet and one 20x40 feet; cost approximately \$65,000.

Coleman—Lumber Company.—J. P. Dodson Lumber Co. has been incorporated, with \$10,000 capital stock, by J. P. Dodson, J. S. Presnall and W. S. Wilson.

Crockett—Cigar Company.—D. A. Nunn, C. C. Warfield, J. A. Bloom, M. Bronberg, Jr., and W. A. Norris have incorporated the Crockett Cigar Co., with \$10,000 capital stock.

Dallas—Furniture Company.—Incorporated: Dicus-Black Furniture Co., with \$5000 capital stock, by N. D. Dicus, W. E. Black and F. E. Dicus.

Dallas—Road-building.—B. F. Uhl has been engaged as engineer in charge of the construction of roads in Dallas county, for which \$500,000 of bonds have been issued. Mr. Uhl can be addressed in care of the Board of County Commissioners.

Denison—Cement-block Factory.—Frank Mazzel, president of the Texas Fruit Co., has leased from Dr. W. G. Terry farm near Denison on which has been discovered deposits of white sand and gravel, and will arrange at once for its development; also establishing plant for the manufacture of cement blocks.

Fort Worth—Mercantile.—The United States Novelty Co. has been incorporated, with \$25,000 capital stock, by A. M. McElwee, M. R. Sanguinett and M. P. Taylor.

Fort Worth—Cottonseed-oil Mill.—The Stockman's Cotton Oil Co. will erect 80-ton cottonseed-oil mill. Machinery has been ordered.

Galveston—Sewerage System.—Reports state that J. C. Kelso has contract at \$15,896 for constructing Louisiana-street sewer.

Houston—Oil Wells.—J. R. Miers, Arthur J. Binz and J. M. Coleman have incorporated the Jennie Oil Co., with \$50,000 capital stock, to drill for oil.

Houston—Oil Wells.—Chartered: Annie Bess Oil Co., with \$25,000 capital stock, by W. C. Moore, W. B. Smith, W. B. Jones of Houston, J. N. Groesbeck of San Antonio, Texas; R. C. Briggs of Georgetown, Texas, and Robert P. Bates of Chicago, Ill., for the development of oil properties near Crystal Springs.

Houston—Mattress Factory.—It is reported that the Oriental Textile Mills contemplates installing machinery for the manufacture of hair mattresses.

Longview—Water-works.—City will vote March 31 on the issuance of \$50,000 of bonds for the construction of water-works. Address The Mayor.

Port Lavaca—Electric-light and Ice Plant. Spittin Bros., operating electric-light and ice plant, will install machinery for doubling present capacity.

Houston—Scenic Railway.—It is reported that the Houston Electric Co. has under consideration the building of a scenic railway at Highland Park to cost \$40,000.

Lewisville—Lumber Company.—J. E. Buster, J. M. Fox, Charles G. Thomas, R. M. Everett and J. A. Pickens have incorporated the Thomas Lumber Co. with \$12,000 capital stock.

Peoria—Oil Wells.—Reports state that P. Q. Clett is organizing company to drill for oil near Peoria.

Rosenberg—Bridge.—Reports state that a bridge will be constructed across the Brazos river near Rosenberg. County judge, Richmond, Texas, can probably give information.

Houston—Oil Wells.—Otis McGaffey, Jr., of Houston, W. G. Jackson, W. F. Hale, Thomas Wilson, Sr., and R. J. Parsons of Luling, Texas, have incorporated the Wilburton Oil Co., with \$12,000 capital stock, to drill for oil.

Houston—Oil Wells, Coal Lands, etc.—Erin Company has incorporated, with \$50,000 capital stock, to develop oil, coal and mineral lands; incorporators, A. F. Sanderson, J. W. Campbell, Joseph Fain, Jacob C. Baldwin of Houston, Homer T. Wilson of San Antonio, Texas, and B. B. Sanders of Austin, Texas.

Madisonville—Warehouse and Cotton-storage Company.—Farmers & Merchants' Chartered Warehouse & Cotton Storage Co. has been incorporated by Dave H. Shapira, M. L. Shapira, W. E. Pope of Madisonville, J. A. Herring of Midway, Texas, and others.

Mexia—Mercantile.—H. M. Johnson Company has been incorporated, with \$5000 capital stock, by W. B. Jackson and others.

Orange—Paper Mill.—Yellow Pine Paper Mill Co. is erecting two-story building 70x70 feet, which will be equipped for making fiber paper from pine refuse; numerous additions will also be built; about \$75,000 will be invested. E. S. Farwell, 309 Broadway, New York city, is engineer in charge.

Quanah—Irrigation System.—Reports state that Cecil Lyons contemplates establishing irrigation system.

San Antonio—Paving.—J. D. Garrett is the lowest bidder at \$36,428 for supplying broken stone and curbing for paving purposes.

Texas—Rolling Mill.—Reports state that the Texas Iron & Steel Co., recently incorporated under the laws of Michigan, is investigating site in Southeastern Texas for the establishment of plant to manufacture merchant bar iron, spikes and fishplates; daily capacity of plant to be 75 tons. W. S. Patterson, Utopia Hotel, Detroit, Mich., is interested.

Waco—Shoe Factory.—The Brelsford Shoe Co. has been incorporated with \$20,000 capital stock by E. D. Brelsford, L. Ockander and F. W. Krause.

Waxahachie—Cotton Gin.—It is reported that the Planters' Oil Mill Co. will establish cotton gin.

Wichita Falls—Irrigation System.—J. A. Kemp and associates, it is reported, are arranging for the irrigating of 25,000 acres of land in Archer, Wichita and Clay counties. It is proposed to utilize the water of the Wichita river, 40 miles above Wichita Falls, and build reservoir covering 10,000 acres. It is estimated that about \$1,500,000 will be expended.

VIRGINIA.

Alexandria—Glass Factory.—The Virginia Glass Co. has let contract to J. W. Robertson for rebuilding glass factory recently reported burned.

Amherst—Sewerage and Sewerage-disposal Plant.—L. S. Randolph, C. E., Blacksburg, Va., has been engaged to prepare plans for a system of sewers and a sewerage-disposal plant for the Sweet Briar Institute.

Boydton—Real Estate.—The Roanoke Real Estate & Development Co. has been incorporated with \$50,000 capital stock. St. John C. Goode is president, and B. E. Cogbill, secretary-treasurer.

Catlett—Telephone System.—Incorporated: The Cedar Run Mutual Telephone Co., with an authorized capital stock of \$5000, by F. S. Ensor, J. L. Carroll, J. D. Powers, L. W. Thenis and B. F. Colvin, to construct and operate telephone system.

Clarksville—Tobacco Factory.—It is reported that C. S. Gordon, representing the Interstate Tobacco Growers' Association, is arranging for the establishment of \$50,000 tobacco factory with a capacity of 600,000 pounds.

Hartwood—Telephone System.—The Hartwood Progressive Telephone Co. has been organized with Rev. D. J. Shopoff, president, and James Monroe, secretary-treasurer, to construct telephone system.

Luray—Electric-light Plant.—Chartered: The Luray Electric Co., with E. C. Harnsberger, president and treasurer, to light Luray Caverns.

Lynchburg—Electric-light Plant.—City is considering the establishment of electric-

light plant to cost \$40,000. Address The Mayor.

Lynchburg—Real Estate.—Piedmont Land Co. has been incorporated with \$5000 capital stock. John E. Walker is president; H. M. Sackett, vice-president, and A. M. Mosby, secretary-treasurer.

Lynch Station—Telephone System.—The Carlon Telephone Co., recently organized by Walter Fauntleroy and W. S. Frazier, has begun the construction of its line to Leesville.

Midlothian—Mercantile.—The Midlothian Grocery Co. has been incorporated, with an authorized capital stock of \$5000. Henry Choice is president; Charles Wanderson, vice-president; S. T. Draper, secretary, and Richard Draper, treasurer.

Norfolk—Real Estate.—The Triune City Realty Co. has been incorporated with an authorized capital stock of \$10,000. J. L. Belote is president; W. P. Cousins, vice-president, and A. E. Krise, secretary-treasurer.

Norfolk—Real Estate.—Incorporated: Seaboard Realty Co., with Thomas J. Powell, president; W. W. Zachry, vice-president, and L. R. Britt, secretary-treasurer.

Norfolk—Electric-light Conduits.—The Norfolk Railway & Light Co., reported last week as completing arrangements for its underground conduit system, has let contract for the work to the Southern Contracting Co. The wires will be put underground for a limited area in the business district at an expenditure of about \$65,000. H. Root Palmer is engineer in charge.

Norfolk—Knitting Mill.—The Norfolk Knitting Co. has been organized, with capital stock of \$20,000, to manufacture knit underwear, and a plant has been secured. Frederick H. Brayton of Nyack, N. Y., is manager. He was recently reported as to establish a mill in Norfolk.

Norfolk—Street Paving.—City council has passed an ordinance providing for an expenditure of about \$27,000 for street paving. Address The Mayor.

Norfolk—Smelting Plant.—It is reported that L. H. Horner of Akron, Ohio, is investigating with a view to establishing smelting plant.

Norfolk—Real Estate.—Incorporated: Omohundro Land Corporation, with an authorized capital stock of \$10,000, and A. O. Omohundro, president; T. H. Wilcox, vice-president, and H. L. Forrest, secretary.

Norfolk—Real Estate.—The Tidewater Realty Corporation has been incorporated with an authorized capital stock of \$100,000. Frank W. McCullough is president; C. M. Barnett, vice-president, and T. F. Tilghman, treasurer.

Oriskany—Feed and Meal Mill.—J. W. Stull, C. L. Lemon and G. O. Givens have organized the Oriskany Feed & Meal Co. to operate feed and meal mill.

Petersburg—Sewerage System and Street Improvements.—An ordinance has been presented to the city council for the issuance of bonds for extending sewerage system and street paving; R. D. Budd, engineer in charge.

Petersburg—Cigar Factory.—The South Atlantic Cigar Co. will increase capital stock from \$10,000 to \$20,000.

Richmond—Construction Company.—Incorporated: Richmond Construction Co., with J. D. Patton, president; W. S. Forbes, vice-president, and A. Wright, secretary-treasurer; capital stock \$100,000.

Richmond—Candy Factory.—Franklin Manufacturing Co. has been incorporated, with an authorized capital stock of \$50,000, to manufacture candies, etc. W. S. Wortham is president; H. L. Heartwell, vice-president, and R. C. Wortham, Jr., secretary-treasurer.

Richmond—Mercantile.—Maggie L. Walker (colored), president of St. Luke's Bank, will organize the St. Luke's Emporium, with \$25,000 capital stock, to operate a department store.

Suffolk—Street Improvements.—Town contemplates issuing from \$150,000 to \$300,000 of bonds for making new streets. Address W. B. Ferguson or J. L. McLemore, finance committee.

Virginia—Zinc Mines.—The Harwood Zinc Co., of which C. M. Harwood of Greenbrier, W. Va., is president, and J. Whiting of Ronceverte, W. Va., is secretary, has purchased property in Virginia containing zinc deposits and will arrange for its development.

Wise County—Coal Lands.—Williams Coal & Coke Co. has been incorporated with E. J. Williams, president; D. A. Johnston, vice-president, and G. C. Nance, secretary, all of Oakvale, W. Va., to deal in coal lands; capital stock, \$25,000.

WEST VIRGINIA.

Charleston—Grocery Company.—Incorporated: Walks-Lawrence Company, with \$50,000 capital stock.

Fairmont—Soapstone Quarrying and Manufacturing.—Chartered: Southern Soapstone Co., with \$100,000 capital stock, by Earl H. Smith, Samuel B. Holbert, George W. Mansbach, John W. Fleming of Fairmont and Louis Mansbach of Parkersburg, W. Va., to quarry, manufacture and deal in soapstone.

Follensbee—Ice Factory.—The Follensbee Ice & Laundry Co. has been organized with \$30,000 capital stock to establish 25-ton ice plant; J. W. Nott, vice-president and secretary.

Glen Jean—Lumber Company.—W. N. Hogg, W. E. Deegans, Claude E. Hogg, W. N. Stubling of Glen Jean and Gory Hogg of Harvey, W. Va., have incorporated the Hogg Lumber Co., with \$50,000 capital stock.

Huntington—Coal and Timber Lands.—Bullock Coal & Lumber Co. has been incorporated with \$10,000 capital stock by C. L. Dixon, H. Dixon of Huntington, V. A. Wilder of Orange, N. Y.; T. S. Bullock and E. S. Bullock of San Jose, Cal.

Malscott—Coal Mines and Coke Ovens.—The Malscott Coal & Coke Co., reported last week under Beckley, W. Va., as reorganized and to make extensive improvements to plant, providing additional facilities for developing 500 acres of coal land which it owns, will have a daily output of 800 to 1000 tons; capital stock \$100,000. P. M. Snyder of Mt. Hope, W. Va., is president.

Mason—Coal Mining.—It is reported that R. F. Hodges, representing the Kanawha Coal Sales Co., has purchased at \$50,000 all the holdings of the Keystone Coal Co. at Mason, which will be operated; present output of mines 500 tons daily, which it is stated will be increased.

Paw Paw—Telephone System.—Martinsburg & Cumberland Telephone Co. is the correct style of firm reported incorporated last week with \$5000 capital stock to operate telephone system. About 80 miles of line will be constructed.

Vivian—Coal Tipples.—The Bottom Creek Coal & Coke Co. is completing arrangements for building its proposed coal tipple.

West Union—Oil and Gas Wells.—The Zuex Oil & Gas Co. has been incorporated with \$100,000 capital stock by J. T. Carter, O. A. Ashburn, J. O. Wilcox, S. S. Cox and F. H. Shannon to drill for oil and gas.

Wheeling—Amusement Resorts.—J. H. Dehn, Daniel of Wheeling, John E. Gamble, Fred C. Palmer, G. W. Smith and Charles Seibert of Elm Grove, W. Va., have incorporated the Fort Henry Amusement Co. with \$10,000 capital stock to conduct amusement resorts.

Wheeling—Cork-insole Factory.—Reports state that the Fibrous Cork Insole Co. of Lockport, N. Y., contemplates establishing plant for the manufacture of cork insoles. If the company decides to locate it is probable the Wheeling Heating, Ventilating & Foundry Co.'s plant will be purchased and equipped.

INDIAN TERRITORY.

Bristow—Oil and Gas Wells.—The Bristow Oil & Gas Co., previously reported incorporated, has completed organization with D. W. Tattershall, president; W. L. Cheatham, secretary, and L. D. Groom, treasurer. The company will arrange at once for drilling 1000 acres of oil land which it has leased; capital stock \$500,000.

Muskogee—Water-power-Electrical Plant.—The Muskogee-Grand River Power Co. has been incorporated to construct a dam across Grand river near Muskogee for the development of 40,000 to 45,000 horse-power to be generated by horizontal water turbines. C. N. Haskell is president; A. W. Robb, vice-president; P. B. Hopkins, treasurer, and Carl Pursel, secretary. The surveys are now being made and final maps, plans, etc., being drawn. This enterprise was referred to in January.

Pauls Valley—Ice Factory.—It is reported that D. B. Hill contemplates establishing ice factory.

South McAlester—Electric-light Plant.—The Choctaw Electric Co. has been incorporated with \$150,000 capital stock. A. T. Pierce is president; C. G. Wehrley, vice-president; M. M. Lindley, secretary, and A. W. Thomas, treasurer.

Sterrett—Oil and Gas Wells, Coal Mines, etc.—The Sterrett Oil, Coal & Gas Co. has been organized with \$25,000 capital stock by Z. W. Rains, J. C. Jones, L. C. Moore, W. A. Jackson, J. B. Goza, J. K. Johnson, W. H. Lawrence, R. L. Cox and associates to develop oil, coal and gas lands.

BURNED.

Birmingham, Ala.—Hardie-Tynes Foundry & Machine Co.'s foundry; loss \$25,000.

Bolinger, La.—S. H. Bolinger & Co.'s saw-mill; loss \$25,000.

Columbus, Ga.—Georgia Coffin Co.'s plant; loss \$25,000.
 Cooper, Texas.—Cooper Handle Factory; loss \$3000.
 Craigville, Va.—O. S. Wallace's flour and grain mill; loss \$8000.
 Hermanville, Miss.—M. Richmond's cotton gin; loss \$3000.
 Honaker, Va.—M. C. Clark's hotel; loss \$5000.
 Maxton, N. C.—Farmers' Gin Co.'s plant; loss \$5000.
 Newbern, N. C.—The Pin Lumber Co.'s saw-mill and dry-kill.
 Pulaski, Tenn.—Allison Parker's cotton gin.
 Texarkana, Texas.—Joseph Cervini's business building; loss \$8000.
 Victoria, Texas.—Joe Beck's molasses mill.
 Whiteoak, Tenn.—R. Monhollen's saw-mill destroyed by boiler explosion.
 Winchester, Va.—The Vienna Bakery.

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Ackerman, Miss.—School Building.—A. H. Owen has contract at \$10,400 for the erection of proposed school building.
 Anniston, Ala.—College Building.—Plans by Breeding & Whildin, Birmingham, Ala., have been adopted for proposed building for the Alabama Presbyterian College; to be three stories, 200x300 feet, of brick and stone, and cost about \$100,000.
 Anniston, Ala.—Jail Building.—Thomas Wolsoncoff & Co. are lowest bidders and will probably receive contract for building addition to jail building.
 Asheville, N. C.—Hotel Improvements.—It is reported that Margo Terrace Hotel will be improved and enlarged.
 Athens, Ga.—Hotel Improvements.—It is reported that R. L. Moss will add another story to the Commercial Hotel and make other improvements.
 Atlanta, Ga.—Apartment-house.—F. J. Wesley & Sons have contract to erect three-story brick-vener apartment-house at 32 Carnegie Way for Mrs. E. A. Seldell after plans by Harry Leslie Walker.
 Atlanta, Ga.—Masonic Temple.—T. H. Morgan, Prudential Building, Atlanta, is preparing plans for \$100,000 building reported last week to be erected by the Masonic Temple Co. on site recently purchased.
 Attalla, Ala.—School Building.—A. D. Simpson of Gadsden, Ala., has completed plans for proposed two-story brick school building to cost \$10,000, and contract for the construction will shortly be let.
 Beaumont, Texas.—Dwelling.—C. H. Markham has purchased site on which to erect residence.
 Berkeley, Va.—Store Building.—J. R. Williams, reported last week to erect two-story building 25x60 feet, of brick, has let contract to W. H. Butt.*
 Birmingham, Ala.—School Buildings.—Board of Education will receive plans and specifications until March 27 for the erection of two school buildings to cost \$25,000 and \$18,500, respectively; as soon as plans are adopted bids for construction will be asked; W. M. Drennen, mayor.
 Birmingham, Ala.—Business Building.—J. Blach & Sons have completed arrangements for the erection of four-story brick building.
 Birmingham, Ala.—Apartment-house.—Oscar Hundley has purchased site at Avenue I and 19th street on which to erect modern apartment-house of brick and stone.
 Blakely, Ga.—Bank Building.—The Bank of Blakely is completing arrangements for the erection of its proposed bank building.
 Blakely, Ga.—Business Block.—James Askew Company has secured site on which to erect brick business block.
 Broxton, Ga.—Depot.—It is reported that the Wadley & Mt. Vernon Railroad Co. will erect depot; G. D. Tysor, general manager, Wadley, Ga.
 Chapel Hill, N. C.—Chemical Building.—F. P. Milburn, Columbia, S. C., is preparing plans for chemical building, 116x69 feet, to be erected by the University of North Carolina.
 Charleston, S. C.—Sealed proposals addressed to Dr. R. S. Cathcart, chairman building committee, Medical Society of South Carolina, will be received at the office of Henry F. Cook, superintendent of construction, Calhoun and Lucas streets, until April 5 for the erection and completion of Roper Hospital buildings. Plans and specifications

can be seen and proposal sheets obtained at office of superintendent of construction. Usual rights reserved.

Charlotte, N. C.—Hotel.—T. W. Hawkins and associates are having plans prepared by W. F. Denny of Atlanta, Ga., for the erection of six-story hotel, 98x160 feet, to cost about \$200,000.

Chattanooga, Tenn.—Store Building.—Moody & Kerr have contract to make improvements to buildings 706-708 Market street, as reported last week, after plans by J. N. Zeitner, 396 Broadway, New York, N. Y.

Chattanooga, Tenn.—Business Building.—R. H. Hunt has completed plans for proposed five-story business building to be erected by C. E. James.

Chesterstown, Md.—Parish-house, etc.—William S. & A. M. Culp have contract for building proposed parish-house and tower for Emanuel Protestant Episcopal Church at a cost of \$6500.

Clarksburg, W. Va.—Lodge Building.—The Trustees of the I. O. O. F. will receive bids until April 3 at the office of D. W. Jacobs, Jacobs Building, Clarksburg, for the erection of a three-story brick and stone building 30x100 feet.

Clinton, S. C.—Chapel.—Wheeler, Runge & Dickey of Charlotte, N. C., are preparing plans for chapel, 68x100 feet, to cost about \$8000, to be erected at Thornwell Orphanage; seating capacity 700. Address Rev. Wm. P. Jacobs.

Colquitt, Ga.—Courthouse.—J. H. McKenzie's Sons Company have contract to erect \$30,000 courthouse for Miller county, for which Alexander Blair of Macon, Ga., was previously reported as preparing plans.

Columbia, Miss.—School Building.—R. H. Hunt, Chattanooga, Tenn., is preparing plans for \$30,000 brick and stone school building previously reported to be erected.

Columbia, S. C.—School Building.—Geo. W. Waring has contract to erect school building previously reported; cost \$42,000. Edwards & Walter prepared the plans.

Cumberland, Md.—Hospital.—Incorporated: The Allegany Hospital, with \$25,000 capital stock, by Drs. Robert Y. Fechtig, Edward H. White, Charles H. Brace, W. M. Hodges, Wm. B. Ford, Edwin B. Claybrooke, Henry C. Wallis and associates to conduct a hospital. Building has been secured on Decatur street, which will be converted into hospital.

Dallas, Texas.—Warehouses.—The Parlin & Orendorff Company of Canton, Ill., will erect two warehouses. Address Wm. M. Robinson, local manager.

Daytona, Fla.—Hotel Improvements.—It is reported that two stories will be built to the Grand Atlantic Hotel.

Edina, Mo.—School Building.—Town will erect \$17,000 school building for which bonds were recently voted; C. R. Fowler, clerk board of education.

Fairmont, W. Va.—School Building.—A. C. Lyons has completed plans for proposed three-story school building, 100x103 feet, to be constructed of press brick and stone, have slate roof, electric lights, and cost \$25,000. Bids for the erection are being received.

Fayetteville, N. C.—Church.—Hay Street Methodist congregation contemplates erecting brick and stone edifice. Address The Pastor.

Fort Smith, Ark.—Car Barns.—Fred Schleuter has contract for the erection of proposed street-car barns to cost \$10,000.

Fort Worth, Texas.—Hotel Improvements. Reports state that R. S. Coon of Dalhart, Texas, and J. H. Madigan of Houston, Texas, contemplate building an addition to the Hotel Worth and making other improvements at a cost of \$150,000.

Fort Worth, Texas.—Hotel Improvements.—S. A. Tomlinson has contract at \$59,000 for building addition to the Metropolitan Hotel previously reported.

Frederick, Md.—Lodge Building.—The Pythian Castle Association of Frederick City has been incorporated, with D. Charles Winebrenner, president; Joseph W. Gayer, vice-president; John S. Harp, secretary, and Frederick Obenderfer, treasurer, for the erection of three-story lodge building for Mountain City Lodge No. 29.

Gainesville, Fla.—Business Block.—C. E. Whiting has contract to erect proposed one-story brick business block for L. L. Hill.

Galveston, Texas.—Store Building.—Harry Devling has contract at \$45,000 for the erection of store building for the Fellman Dry Goods Co., previously reported; structure to be five stories, 43x120 feet, of brick, with cement stucco on exterior walls, after plans by Architect Bulger.

Glasgow, Ky.—Jail and Jailers' Residence.—G. M. Bohannon, J. N. Chinoweth, W. J.

Fisher, J. M. Cox, commissioners, Glasgow, Ky., will receive bids until March 31 for building jail and jailers' residence for Barren county in accordance with plans and specifications on file in commissioners' office. Usual rights reserved.

Greenville, Miss.—Store Building.—J. W. Birmingham has contract to erect three brick store buildings for Charles M. Ham.

Greenwood, Miss.—Courthouse.—Board of Supervisors of Leflore county have let contract to Jesty & Co. at \$74,932 for the erection of courthouse previously reported; J. P. Billups has contract for plumbing at \$247, and the Sodemann Heating Co. contract for steam heating at \$2818.

Hagerstown, Md.—Dormitory, etc.—The Quincy United Brethren Church Orphanage is arranging for the erection of dormitory and dwelling; H. J. Kitzmiller, superintendent.

Hattiesburg, Miss.—School Building.—Bids will be received until April 4 for the erection of \$16,000 brick school building in the Third ward, previously reported. Address City Clerk.

Hillsboro, Texas.—Hotel.—It is reported that W. L. Beckham of Greenville, Texas, will erect three-story hotel to cost \$35,000.

Hot Springs, Ark.—Courthouse.—It is reported that Atkinson Bros. of Colorado Springs, Col., have contract at \$115,000 for building proposed courthouse for Garland county.

Hot Springs, Ark.—Hotel.—N. M. Moody, reported last week as to rebuild hotel recently burned, will erect four-story brick building 100x130 feet. Architect has not been selected.*

Knoxville, Tenn.—Library Building.—I. B. Hall has contract to rebuild Lawson-McGhee Library, previously reported burned at a loss of \$25,000.

Houston, Texas.—Hotel.—John Finnegan, owner of the Brazos Hotel and Annex, is having plans prepared for the erection of another hotel to cost about \$100,000.

Huntington, W. Va.—Dwelling.—D. B. Grimm has had plans prepared by J. B. Stewart for press-brick and stone residence with slate roof, to cost \$6000, for which bids will be received until May 1.

Huntington, W. Va.—Dwelling.—J. B. Stewart has prepared plans for residence to be erected by J. W. English at a cost of \$12,000, to be of press brick and limestone, equipped with gas and electric lights, etc. Bids for the construction will be received until April 1.

Huntington, W. Va.—Hotel.—C. L. Ritter, G. N. Biggs, C. W. Watts, L. H. Cox, George F. Miller and associates will organize the Central Realty Co. for the erection of five-story brick and stone hotel, to cost \$25,000, for which plans have been prepared by J. B. Stewart.

Jackson, Miss.—Store Building.—C. H. Alexander has let contract to Hugger Bros., Montgomery, Ala., for the erection of proposed three-story building, 50x110 feet, to cost \$12,000, after plans by W. K. Ketteringhaus.

Joplin, Mo.—Church.—J. W. King, secretary board of trustees, will receive bids until March 20 for the erection of Roman Catholic church. Plans, etc., on file at office of Austin Allen, architect, Busch Building. Certified check for \$250 must accompany each bid.

Knoxville, Tenn.—Bank and Office Building.—Knoxville Banking Co., previously reported as having purchased site on which to erect bank and office building, is having plans prepared by Geo. F. Brome of Beaver & Brome for a 10-story building, 32x145 feet, of fireproof construction with marble front.

Knoxville, Tenn.—Hotel.—W. J. Oliver has had plans prepared by Frank P. Milburn, Columbia, S. C., for a 10-story hotel which he proposes erecting at a cost of about \$400,000.

Lawton, O. T.—Opera-house.—Architect Grubs is preparing plans for opera-house reported last week to be erected by J. D. Ramsey; to be 46x96 feet and cost \$10,000.

Leonardtown, Md.—Convent.—Tormey & Leach, 325 St. Paul street, Baltimore, Md., are preparing plans for a three-story frame building to be used as convent in conjunction with St. Mary's Academy.

Little Rock, Ark.—Warehouse.—The Arkansas Carpet & Furniture Co. has purchased site on which to rebuild warehouse destroyed by fire.

Little Rock, Ark.—Dwelling.—G. W. Fair has contract to erect two-story brick residence to cost \$8000 for I. J. Homard after plans by Frank W. Gibb.

Little Rock, Ark.—Dwelling.—Frank W. Gibb is preparing plans for residence to be erected by Harry H. Foster.

Lynchburg, Va.—Fire Station.—Lewis & Burnham, architects, will let contract April 1 for the erection of three-story brick fire station, 40x65 feet, referred to last week.*

Madisonville, Texas.—Dwelling.—Mrs. J. Shapiro will erect \$25,000 residence to replace structure recently burned. Plans are being prepared.

Manor, Md.—Parish Hall.—Thos. E. Mason, Jarrettsville, Md., has contract to erect proposed parish hall, 60x30 feet, for St. James Protestant Episcopal Church after plans by W. Langstroth, 641 West Saratoga street, Baltimore, Md.; S. A. Porter, Monkton, Md., pastor.

McKinney, Texas.—Depot.—Plans have been completed for proposed depot to be erected by the Houston & Texas Central Railroad, T. Fay, vice-president and general manager, Houston, Texas, and the Missouri, Kansas & Texas Railway, S. B. Fisher, chief engineer, St. Louis, Mo.

Memphis, Tenn.—Apartment-house.—It is reported that Mr. Bry of the Bry Dry Goods Co. is arranging for the erection of five-story apartment-house.

Monroe, N. C.—Store and Office Building.—The English Drug Co. is arranging for the erection of three-story building to contain stores, offices and clubrooms.*

Montgomery, Ala.—Hotel.—The James E. Hickey Hotel Co. has been incorporated by James E. Hickey of Atlanta, Ga., and associates and contract let to Nicholas Ittner, Atlanta, Ga., for the erection of \$400,000 hotel to be known as the New Exchange, for which W. F. Denny of Atlanta, Ga., prepared the plans.

Monticello, Miss.—Jail.—W. H. Speights, chancery clerk, Monticello, Miss., will receive bids until April 8 for building jail at Monticello according to plans and specifications prepared by B. C. Bynum of Montgomery, Ala., and on file in office of chancery clerk. Bidders must furnish their own steel and iron specifications; also sample to be used in construction of cellwork. Certified check for 10 per cent. of amount of bid must accompany each proposal. Usual rights reserved.

Morganton, N. C.—Hall.—The State Hospital will erect building, 100x130 or 140 feet, to be used as amusement hall for patients; cost \$5000. Architect has not been selected.*

Nashville, Tenn.—Bank Building.—The Union Bank & Trust Co. has purchased site at Union street and Third avenue at \$75,000 on which to erect bank building, for which plans are being prepared.

Nashville, Tenn.—Bank Building.—Fourth National Bank will erect \$150,000 building, and bids for the construction will shortly be asked.

Nashville, Tenn.—Hotel Improvements.—The Duncan Hotel Co. has increased capital stock from \$100,000 to \$200,000. It is stated that two additional stories will be added.

Nashville, Tenn.—Dwelling.—The \$6000 residence reported last week to be erected by R. H. McGavock will be occupied by Bishop Evans Tyree, D. D., 15 North Hill street; structure to be two stories, of brick.*

Nashville, Tenn.—Business Building.—Smith & Lamar, agents Publishing House of the M. E. Church, South, are having plans prepared by Carpenter & Blair for the erection of building previously reported; structure to be six stories, 65x240 feet, of fireproof construction; office, 340-346 Public Square.

New Albany, Miss.—Jail.—Dobson & Bynum of Montgomery, Ala., have contract at \$11,594 for the erection of jail building previously reported.

New Augusta, Miss.—Courthouse and Bridges.—Board of Supervisors of Perry county contemplates issuing \$65,000 of bonds for courthouse and bridge purposes.

New Orleans, La.—Hotel.—Harry Watcham, previously reported as to build hotel, will, with others, organize company for the erection of 10-story hotel to cost \$750,000.

New Orleans, La.—Church.—The Carondelet Methodist Church has purchased site on which to erect proposed edifice. Address The Pastor.

New Orleans, La.—Convent.—Diboll & Owens have completed plans for proposed four-story brick convent for the Sisters of St. Joseph.

North Augusta, S. C.—School Building.—Town will vote on the issuance of \$12,000 of bonds for the erection of school building. Address Town Clerk.

Norfolk, Va.—Store Building.—Miller, Rhoads & Swartz have purchased site on which to erect addition to store building.

Oxford, N. C.—Warehouse.—The Oxford Furniture Co. has completed arrangements for the erection of proposed three-story warehouse.

Paducah, Ky.—Office Building.—It is re-

ported that H. H. Loving, president, and J. S. Bordeaux, general manager of the Home Purchasing Co., together with Eastern capitalists, contemplate erecting \$100,000 office building.

Palmetto, Fla.—Hotel.—James G. Burns of Narragansett Pier, R. I., is organizing stock company with \$25,000 capital stock to erect hotel. Site has been purchased and the plans for a \$20,000 brick hotel are being drawn by W. B. Camp, 20 Main street, Jacksonville, Fla.

Pelham, Ga.—Church.—G. W. Milligan of Moultrie, Ga., has contract to erect \$15,000 edifice for the First Baptist Church previously reported. Mr. Milligan also prepared the plans.

Port Arthur, Texas.—School Building.—City has completed arrangements for the erection of proposed industrial school building, to be three stories, 100x150 feet; cost \$65,000. Bids for the erection are now being received by the building committee.

Raleigh, N. C.—Church.—John E. Ray, chairman building committee, will receive bids until April 1 for enlarging and repairing the First Baptist Church, Raleigh, according to plans and specifications on file in office of C. W. Barrett, architect. Usual rights reserved.

Raleigh, N. C.—Lodge Building.—Chartered: Elks' Home Construction Co., by L. A. Mahler, J. F. Ferrall, John W. Cross, C. B. Barbee and A. B. Andrews, Jr., to erect lodge building. Chas. W. Barrett was previously reported as preparing plans for a \$25,000 building 45x110 feet to be equipped with swimming pool, bowling alley, gymnasium, billiard and pool rooms. Work on construction will begin about June 1.*

Richmond, Va.—Hotel Improvements.—E. H. Gilbert, proprietor of Gilbert's Hotel, is having plans prepared for a \$20,000 addition which he proposes erecting.

Ronoke, Va.—Bank Building.—The American Savings Bank, Geo. H. P. Cole, president, is having plans prepared by H. H. Huggins for the erection of building 25x70 feet.*

Ronoke, Va.—Building.—J. H. Marsteller is erecting three-story brick building 25x100 feet.

Rome, Ga.—Lodge Building.—J. P. DuPree has contract for building lodge building for the B. P. O. E., previously reported.

Sardis, Miss.—Courthouse.—Lewman & Co. of Louisville, Ky., have contract at \$33,000 for the erection of courthouse for Panola county, previously reported.

Savannah, Ga.—Apartment-house.—W. D. Beyer has purchased site at Waldburg and Howard streets on which to erect apartment-house.

Shreveport, La.—Building.—The W. K. Henderson Iron Works & Supply Co., Spring, Caddo and Commerce streets, Shreveport, wants plans and bids on the erection of a four-story fireproof building, 60x150 feet, for heavy mill supplies.

Shreveport, La.—Theater.—Governor Blanchard, it is reported, will remodel building on Millan street, which he owns, and convert into theater with a seating capacity of 1200.

Shreveport, La.—Depot.—It is reported that the Texas & Pacific Railway will erect \$30,000 brick freight depot; B. S. Walthen, Dallas, Texas, chief engineer.

Sistersville, W. Va.—Business Building.—A. Burkhart of New Martinsville, W. Va., has contract to erect proposed two-story brick business building on Diamond street for Theodore Huckstein of Pittsburg, Pa.

Spartanburg, S. C.—Warehouses.—John H. Shores is erecting three warehouses on site recently purchased.

Spartanburg, S. C.—College Building.—Wofford College is considering the erection of building for the fitting-school department. Address President H. N. Snyder.

Spray, N. C.—Dwelling.—J. M. Hopper has contract to erect residence for Dr. George A. Melane, reported last week.*

Statesville, N. C.—Library Building.—It is reported that a \$5000 Carnegie library will be erected. Address The Mayor.

St. Louis, Mo.—School Buildings.—E. C. Gerhard Building Co. has contract at \$140,415 for the erection of proposed Elleadville School. Fred Boeke Construction Co. has contract at \$127,800 for the erection of the Franz Sigel School building.

St. Louis, Mo.—Hotel Improvements.—A syndicate, represented by M. Greenwood, Jr., has purchased the St. Nicholas Hotel property at \$700,000, and it is stated it will be extensively improved at a cost of \$300,000.

St. Louis, Mo.—Fire Station.—City has purchased site at North Dakota street and South Compton avenue on which to erect proposed fire-engine house.

St. Louis, Mo.—Church.—J. L. Boogher,

representing Methodist congregation, has purchased site in Tower Grove Heights on which to erect proposed edifice.

St. Louis, Mo.—Church.—Site has been purchased in Tower Grove Heights on which to erect Catholic church. Address Archbishop John J. Glennon.

St. Louis, Mo.—Theater.—James J. Hannerty is having plans prepared by Barnett, Haynes & Barnett for the erection of theater at Grand avenue and Morgan streets to cost \$100,000.

St. Louis, Mo.—Apartment-house.—Oliver J. Barwick has purchased site on which to erect apartment-house.

St. Louis, Mo.—Business Building.—J. M. Hannibal of the Hannibal Bros. Ice & Coal Co. has purchased site on which to erect \$25,000 business building.

St. Louis, Mo.—Apartment-house.—H. Rubin will erect apartment-house on site recently purchased. Herman Hoyer has purchased site on which to erect apartment-house.

Towson, Md.—Church.—The Trustees of the Towson M. P. Church have purchased site at Bosley and Alleghany avenues on which to erect proposed edifice. J. L. Straughn is pastor.

Trenton, Ky.—Church.—J. L. Long, architect, Hopkinsville, Ky., will receive bids until April 15 for the erection of church for the Methodist Society, to be 45x50 feet, of press brick and Bedford stone, Cortright shingle roofing, hard plaster, art glass, etc.

Trion, Ga.—Auditorium.—The Trion Manufacturing Co. is having plans prepared by R. H. Hunt of Chattanooga, Tenn., for an auditorium.*

Waco, Texas.—Clubhouse.—The Deutscher Central Verein contemplates the erection of clubhouse to cost about \$8000. Sam Sanger is president.

Washington, D. C.—Office Building.—Thos. Walsh contemplates erecting office building at 8th and G streets.

Washington, D. C.—Flat Buildings.—Arthur B. Heaton has prepared plans for 22 two-story flat buildings to be erected by Geo. Truesdell.

Washington, D. C.—Dwellings.—It is reported that Sunderland Bros., Washington Savings Bank Building, Washington, D. C., have purchased site in Fernwood on which to erect 60 residences at a total cost of \$1,500,000.

West Palm Beach, Fla.—Business Block.—J. C. Stowers is contemplating arrangements for the erection of proposed stone business block.

Wilmington, N. C.—Hotel Improvements.—S. A. Schloss and A. A. Nathan have let contract for building 25-room addition to the Ocean View Hotel at Wrightsville Beach.

Witten's Mills, Va.—Store Building.—Farmers' Supply Co., reported incorporated last week with \$10,000 capital stock, will erect store building 40x60 feet.*

RAILROAD CONSTRUCTION.

Railways.

Asheville, N. C.—Reported that construction will be resumed on the Bee Tree Railroad as soon as the weather will permit. John J. Dalton is chief engineer at Asheville.

Austin, Texas.—The Rio Grande Electric Railway Co. has been organized to build an interurban electric railway from El Paso to Organ, N. M., 65 miles; capital \$1,000,000. The incorporators are Henry D. Bowman, Maurice T. Brown, Edward C. Wade, John H. May and Joseph T. Bonham.

Austin, Texas.—Mr. R. H. Baker, vice-president and general manager of the Trinity & Brazos Valley Railway, is reported as saying that the extension to be built southward from Mexia will reach Beaumont as well as Houston, the Beaumont branch leaving the main line at or near Madisonville.

Baltimore, Md.—Reported that the Baltimore & Ohio Railroad will shortly award the contract to build a cut-off from Cameron, W. Va., to Confluence, Pa. D. D. Carothers is chief engineer.

Baltimore, Md.—The Baltimore & Ohio Railroad will, it is reported, build 10 miles of second track between Finleyville and Bruceton, on the Wheeling & Pittsburgh division. D. D. Carothers is chief engineer.

Batesville, Ark.—President R. W. Earnhart of the Missouri, Arkansas & Southern Railroad, recently incorporated, writes the Manufacturers' Record that the engineering corps is ready to take the field, and it is expected to follow the survey with the construction work. The road will be about 150 miles long through Greene, Lawrence, Sharp and Independence counties.

Beaumont, Texas.—The Beaumont, Sour

Lake & Western Railway will, it is reported, build an extension to the Humble oil field, about 40 miles. George W. White is chief engineer; President, G. W. Meeker.

Beaumont, Texas.—The Beaumont-Saratoga Transportation Co. is reported to have completed about five miles of its line. The officers are W. C. Tyrrell, Sr., president; J. F. Keith, vice-president; C. E. Easley, secretary; B. R. Norvell, treasurer, and W. J. Morton, general freight and passenger agent. The board of directors is composed of these officers, excepting Mr. Morton, the other member of the board being E. A. Fletcher.

Belair, Md.—The Baltimore & Belair Electric Railway is reported to be making surveys for an extension of its line from Carney toward Belair. S. A. Williams of Belair is president, and J. Alexis Shriver, general manager. C. O. Vandevanter is engineer.

Bessemer, Ala.—Agree & Co., contractors, are reported to have begun work on the Southern Railway's extension from Mobile Junction to Ensley, Ala.

Bonham, Texas.—The Board of Trade is reported interested in a plan to build an electric railroad from Bonham to Paris, Texas.

Bristol, Tenn.—The South & Western Railway, Geo. L. Carter of Bristol, president, is reported to have engineers surveying for an extension from Spruce Pine, N. C., towards Marion, N. C.

Bryan, Texas.—Mr. W. R. Cavitt writes the Manufacturers' Record confirming the report that plans to build an electric railway from Bryan to College Station are being seriously considered, with the prospect of early favorable action by the people of Bryan.

Chicago, Ill.—A. S. Baldwin, engineer of construction of the Illinois Central Railroad, is reported as saying that contracts will be awarded on April 8 for the proposed extension of the Yazoo & Mississippi Valley Railroad from Silver City, Miss., to Valley Park, Miss., 45 miles. Location surveys are almost completed.

Dallas, Texas.—J. M. Watts and J. B. Banks of Dallas are reported to be working on a plan to build an electric railway connecting Bonham and Greenville, Texas.

Dallas, Texas.—Concerning the report that work will soon be started by the Texas & Pacific Railway upon a line from Roscoe to Snyder, and thence to New Mexico, an officer of the company informs the Manufacturers' Record that no such work has been ordered, and, as far as he knows, none will be done.

Delhi, La.—Mr. J. D. Garrison, chief engineer of the Alexandria, Bayou Macon & Greenville Railway Co., writes the Manufacturers' Record that the company proposes immediately to complete the surveys from Eudora, Ark., to the Mississippi river, opposite Greenville, Miss., and from Wisner, La., to Alexandria, La., after which construction will probably begin. Surveys are already practically completed from Wisner, La., to Eudora, Ark., about 85 miles.

Durant, Miss.—The Durant-Lexington Electric Railway Co. has been granted a charter to build its proposed line from Durant via Castilian Springs to Lexington, Miss., about 12 miles. Mr. Chester Jones, secretary and one of the incorporators of the company, is reported as saying that all the contracts have been let and that construction will begin within 30 days. Truman Jones and W. O. Glines are also interested.

Enid, O. T.—Mr. Ed L. Peckham, vice-president and general manager of the Denver, Enid & Gulf Railway, is quoted as saying that the proposed extension to Kiowa, Kan., will be via Coldwater, Jett and Nashville. It is not yet decided when contracts will be awarded. W. D. Gerber of Enid is chief engineer.

Farmington, Mo.—The Sikeston & Southeastern Railway Co. has been granted a charter to build a line from Sikeston, Mo., to a point on the Mississippi river opposite Hickman, Ky., 30 miles. The directors are J. Fred Gould, F. M. Sikes and Walter L. Hensley of Farmington, Mo.; G. P. McCoy of Sikeston, Mo., and M. McGouey of St. Louis. Others named as interested are J. B. Smith of Farmington, Mo.; Joseph J. Hoeken of Hillsboro, Mo.; Lee Phillips and M. Gray of New Madrid, Mo.; E. J. Deal of Charleston, Mo.; T. Frank Roberts of Silgo, Mo.; Senator John E. Marshall, C. M. Smith, O. J. Matthews, Green B. Greer, J. W. Marshall, W. H. Myers and M. G. Gresham of Sikeston, Mo.

Graham, Va.—The Bluestone Traction Co. has been chartered to build an electric railway. The incorporators are John Walters, president; J. H. Sluss, vice-president, Graham, Va.; Edwin Mann, treasurer, Bluefield, W. Va.

Hattiesburg, Miss.—The Mississippi Cen-

tral Railroad is reported to have let the contract for grading 23 miles of line between Brookhaven and Silver Creek to the Worthington Construction Co. of Birmingham, Ala.

Hendersonville, N. C.—A movement in favor of building the proposed Appalachian Interurban Railway has begun. Judge Hamilton G. Ewart was chairman of a meeting called to order by W. A. Smith, and the secretaries were T. W. Valentine, M. L. Shipman and J. D. Beale, Jr. Among those present were Z. T. Ledbetter, M. S. Glenn, J. Frazier Glenn, J. V. Johnston, Floyd Johnson, Stalling Bishop and Joshua Rhodes of Buncombe county. Another meeting is to be held next month.

Houston, Texas.—Mr. Frank P. Read of Johnston & Read, general railroad construction contractors, who is one of the incorporators of the line, writes the Manufacturers' Record regarding the proposed Houston-Galveston Electric Railway, lately organized. He says that the line will be approximately 50 miles long, and that the chief engineer, D. M. Duller, is in the field with an engineering corps locating the route, which will be practically an air line and also practically level.

Johnson City, Tenn.—The Johnson City, Bakersville & Southern Railway of Washington county has, it is reported, been chartered to build a railroad from Johnson City through Unicoi county to the North Carolina State boundary. About 15 miles of line are to be built as soon as weather permits. Wm. E. Uptegrove, a timber-land owner, is said to be back of the plan.

Knoxville, Tenn.—The Louisville & Nashville Railroad has, it is reported, let to J. E. Rodes & Co. and E. A. Wilson of Knoxville, jointly, a contract to reconstruct the line from Guthrie, Ky., to Greenbrier, Tenn., 25 miles.

Lexington, Ky.—The Central Kentucky Traction Co. has been incorporated to build interurban electric railways connecting Lexington, Nicholasville, Versailles, Winchester and Richmond, with a total length of 68 miles. It will take over the rights, franchises and property of the Fayette Interurban and the Bluegrass Consolidated traction companies. The incorporators are Louis des Cognets, president of the Lexington Street Railway Co.; D. F. Frazee, president of the Phoenix National Bank; J. W. Rodes, cashier of the same bank; T. L. Young, W. W. Bain, John McClintock and P. G. Powell. The new company has elected officers as follows: President, D. F. Frazee; vice-president, John McClintock; treasurer, J. Waller Rodes; secretary, Peter Powell; engineer, H. T. Brown. President Frazee is reported as saying that actual construction will begin within 15 days. A new survey will be made immediately for the proposed line to Versailles, which will be the first constructed.

Lewisburg, W. Va.—Reported that the Lewisburg Milling & Electric Light Co. is considering plans to build an electric railway from Lewisburg to Ronceverte, W. Va., about five miles. Mr. W. S. Shank, secretary and treasurer of the company, writes the Manufacturers' Record confirming the report. The other officers are S. L. Price, president; John J. Duffy, vice-president.

Maysville, Ky.—John Duley of Maysville and John Nathaniel Gardner of New York, besides T. R. Smith, civil engineer, are reported to be working on a plan to build an electric railway from Maysville to Lexington, Ky.

Memphis, Tenn.—The Pensacola, Alabama & Western Railway has applied for a franchise in Memphis. W. J. Crawford is president, and Senator Thomas B. Turley is counsel of the company, which was recently chartered in Tennessee, Mississippi and Alabama.

Merrill, Miss.—Reported that the Rose Lumber Co. will soon build a new railroad under the supervision of Col. F. B. Merrill, who is interested in the company.

Middlebrook, Va.—Mr. T. J. Whalen writes the Manufacturers' Record confirming the report that an electric railway from Staunton, Va., to Rockbridge Baths, Va., 30 miles, is proposed. The route is via Middlebrook, Newport and Brownsburg. No engineer has yet been employed.

Muskogee, I. T.—President William Kenefick of the Missouri, Oklahoma & Gulf Railway is reported as saying that trains will be running between Muskogee and Henrietta within two months; also that possibly the line south of Dustin will be changed so as to run direct to Fort Worth, Texas, instead of to Denison, Texas.

Newbern, N. C.—A. Cheney, chief engineer of the Pamlico, Oriental & Western Railway, is quoted as saying that the route adopted is from Newberne to Oriental via Olympia, Reelsboro, Grantsboro, Alliance, Bayboro and Holly Point. The rights of way are practically secured and the survey

has been made. From a connection with the Atlantic & North Carolina Railroad at Newbern eight miles of line have been graded, and of this four miles have been completed. The contractor for the entire line is J. A. Bryan of Newbern.

Oak Ridge, La.—Mr. J. D. Garrison, chief engineer of the Monroe & Lake Providence Railroad, writes the Manufacturers' Record that the line has been located between Oak Ridge and Floyd, 22 miles, and it is expected that the entire line from Monroe, La., to Lake Providence, La., 63 miles, will be ready for construction within about 90 days. There will be almost no curves, and the grades will be very light, the maximum being .3 of 1 per cent.

Oglethorpe, Ga.—Alexander Bonnyman, chief engineer of the Atlantic & Birmingham Railway, announces that the first section of the Birmingham extension, extending from Montezuma, Ga., 50 miles westward, will be ready for grading between March 20 and April 1, and that contracts will be let. Official information received by the Manufacturers' Record is to the effect that the Atlantic & Birmingham Railway on March 1 began locating a line from Montezuma, Ga., towards Birmingham, about 240 miles. Another locating party will start out of Talbotton, 46 miles west of Montezuma, in a few days. About two years ago a careful preliminary survey was made, and it is expected that the company will have ready for construction about 50 miles of line per month. The extension will go via Oglethorpe, Talbotton and Lagrange, Ga., but the location is not definitely decided from Lagrange to Birmingham. Contracts will be let from time to time as the line is located. W. G. Knoul of Atlanta is president, and Geo. Hole Wadley of Waycross, Ga., is vice-president and general manager. The Atlanta, Birmingham & Atlantic Railroad Co., which is to build the extension, with a branch from Wedowee, Ala., to Atlanta, Ga., 75 miles, has applied for a charter. The incorporators are P. S. Arkwright, R. E. Cullinane, S. J. Bradley, W. B. Stovall, H. M. Milam, F. M. Sisk, J. F. Weinsinger, G. W. Brine, W. T. Colquitt and R. J. Conyers.

Panther, W. Va.—The Linville River Railway is reported to be seeking 200 men to work on the extension of its line. J. Mortimer is general manager.

Pensacola, Fla.—The Pensacola, Alabama & Western Railroad has organized by electing W. S. Keyser, president; J. E. Stillman, treasurer, and J. J. Sullivan, secretary. Others interested are A. C. Johnston and Thomas C. Watson.

Philadelphia, Pa.—C. L. Jackson of Philadelphia is reported to be promoting plans for an electric railway from Hagerstown, Md., to Winchester, Va., taking in Sharpsburg, Charlestown, Berryville, Williamsport and Martinsburg. The Westinghouse Electric Co. of New York is said to be investigating the plan and preparing estimates.

Pine Bluff, Ark.—The Pine Bluff & Southern Railroad has, it is reported, been chartered to build a line from Pine Bluff to Star City, Ark., 36 miles. The directors are C. C. Godman, Kansas City, Mo.; S. C. Alexander, Jr., J. B. Johnson, W. H. Langford and R. G. Atkinson of Pine Bluff, Ark. Others interested are James Gould, Fred Fox, H. A. McCoy, Z. Orto, P. Byrd, H. H. Hunn, W. S. Kean, Jeff Hicks, J. E. Boyce and W. N. Trulock.

Pittsburg, Pa.—It is reported that the Pennsylvania Railroad Co. may build a line through the southern part of Washington county via Simpson's, Majorsville, Viola and Elm Grove to Wheeling, W. Va. Thomas Rodd is chief engineer at Pittsburg.

Quitman, Miss.—Reported that the Mississippi Eastern Railway will shortly begin a 10-mile extension from Carmichael towards the Tombigbee river. J. W. Glenn, agent, may be able to give information.

Richmond, Va.—President G. W. Stevens of the Chesapeake & Ohio Railway is reported as saying that the company will spend \$1,500,000 this year for additional double tracks at various points, and for yard facilities at Thurmond, W. Va., and Russell, Ky. F. I. Cabell is engineer of construction.

Roanoke, Va.—The Norfolk & Western Railway has, it is reported, let the contract for second track from Ironville to Montvale, three miles, to Walton, Witt & Graham.

Springfield, Mo.—L. Garrett and associates are reported to be working on the plan to build an electric railway from Little Rock, Ark., via Benton to Hot Springs, Ark., about 50 miles. Others interested are A. S. Blodgett, B. M. Pierce, H. Murdock, M. D. Welch and B. E. Bowman, all of Springfield, Mo., besides Little Rock parties.

Stearns, Ky.—R. L. Stearns, secretary of the Kentucky & Tennessee Railway, is reported as saying that the proposed branch

from Stearns to Barthell will be six miles long. Willard Griffith is chief engineer. It is not yet decided when contracts will be let. Altogether the company may build eight miles of line this year.

Sylvania, Ga.—Reported that application will be made for a charter for the Sylvania & Burton's Ferry Railroad, to be 13 miles long, and to run northerly from Sylvania via Mill Haven.

Toronto, Canada.—Reported that C. W. I. Woodland of Toronto is interested in a plan to build an electric railway from Knoxville, Tenn., to Sevierville, Tenn., about 22 miles.

Tupelo, Miss.—E. C. Finley and R. H. Phillips are reported to be working upon a plan to build the proposed Helena, Tupelo & Decatur Railroad, in which George A. Nelson of Moulton, Ala., is also said to be interested.

Waynesville, N. C.—Mr. B. A. Jones informs the Manufacturers' Record that the Waynesville & Asheville Electric Railway & Power Co. has been chartered by the legislature. The incorporators are S. A. Jones, B. J. Sloan, Thomas Stringfield, F. W. Miller and H. H. Ferguson.

Winston-Salem, N. C.—The Board of Trade announces that the Winston-Salem South Bound Railway Co. has been organized under the charter recently granted by the legislature, and that the city has taken steps preliminary to voting on a liberal subscription. W. T. Brown is president of the board, and James S. Dunn, secretary and treasurer. Col. F. H. Fries, president of the Wachovia Loan & Trust Co., and others are interested in the railway company. The road is to form a connection between the Norfolk & Western and the Southern railways on the north and the Atlantic Coast Line and the Seaboard Air Line on the south, and will be about 80 miles long.

Street Railways.

East Lake, Ala.—The East Lake Land Co. has, it is reported, been granted a franchise to build an electric railway which will connect with the Birmingham Railway Co.'s line. W. W. Crawford is president of the land company.

Jacksonville, Fla.—Clarence C. Tracey has, it is reported, applied to the county commissioners for permission to build an electric railway from South Jacksonville to a point on the Atlantic beach.

Jacksonville, Fla.—A substitute ordinance has been introduced in the city council granting a street-railway franchise to Charles L. Myers, Daniel H. McMillan and Ernest Budd.

Jonesboro, Tenn.—Reported that the electric railway from Johnson City to Soldiers' Home will be extended about five miles to Jonesboro. Congressman W. P. Brownlow of Jonesboro is said to be interested.

Kansas City, Mo.—Application has been made for a street-railway franchise in Independence, an ordinance being introduced in the city council there to grant the privilege to the Metropolitan Street Railway Co. of Kansas City.

Meridian, Miss.—Reported that the Meridian Light & Power Co. will build an extension of its street railway to reach Georgetown. J. A. Gibson is manager.

Montgomery, Ala.—Reported that the purchase of control of the Montgomery Traction Co. by R. D. Apperson of Lynchburg, Va., was in the interest of Charles R. Miller, J. C. Janney and other Philadelphia capitalists; also that Mr. Apperson has been elected president, and Mr. Miller, secretary and treasurer. Mr. Apperson is quoted as confirming the report of the deal, and also as saying that improvements will be made.

Pass Christian, Miss.—The mayor and aldermen have, it is reported, granted a franchise for a street railway to Capt. J. T. Jones of Gulfport, who, with others, proposes to build an electric railway from Gulfport to Biloxi. The Gulfport city council is reported to have passed an ordinance granting a franchise there.

Roanoke, Va.—The common council has passed the ordinance granting a franchise for an extension of the Roanoke Street Railway Co.

For Polishing Metals.

Manufacturers and men who have machinery to take care of will be interested in brief reference to the Xint Polishing Wax, a specialty for polishing all kinds of metals which has met with great favor wherever used. This polish will polish brass, copper, aluminum, tin, iron, steel, etc., without scratching, and is most easily applied. With a minimum amount of rubbing it satisfies the exacting metal polisher. It will remove burnt oil from steam engine cylinder heads or parts. William P. Dennis, 633 Arch street, Philadelphia, manufactures the Xint Polishing Wax.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Acetylene-gas Generators.—The Cobb Company, Tryon, N. C., wants catalogues and prices on acetylene-gas generators.

Air Compressor.—See "Water-works, etc."

Bags.—See "Crates, etc."

Bank Furniture and Fixtures.—The American Savings Bank, Roanoke, Va., wants prices on safe, vault doors, bank furniture, etc. Address Geo. H. P. Cole.

Barrel and Crate Machinery.—The Knoxville Basket Co., P. O. Box 135, Knoxville, Tenn., is in the market for machinery for making barrels, crates, baskets and boxes.

Blast-furnace Engine.—See "Blowing Engine."

Blowing Engine.—O. R. Whitney, 39-41 Cortlandt street, New York, N. Y., wants a pair of heavy blowing engines suitable for a blast furnace; size about 42x84 feet. Give full detailed information.

Boiler.—See "Engine and Boiler."

Boiler.—C. A. Mitchell, Dillard, N. C., wants boiler on skids, 12 or 15 horse-power; second-hand in good condition, cheap.

Boiler.—A. Snyder, president Louisa Canning Factory, Louisa, Ky., wants prices on 40-horse-power boiler. (See "Engine and Boiler.")

Boilers.—State Hospital, Morganton, N. C., wants three 150-horse-power boilers.

Boilers.—See "Engines and Boilers."

Brick Machinery.—Union Iron Works Co., Selma, Ala., wants small second-hand brick machine in good condition.

Bridge Construction.—City of Atlanta, Ga., will let contract April 3 for completing the Edgewood-avenue bridge; to be 400 feet long, to be constructed of reinforced concrete, and cost \$40,000; R. M. Clayton, city engineer.

Bridge Construction.—The County Commissioners of Dinwiddie and Brunswick counties, Virginia, will receive bids until March 18 for a steel span 140 feet with 12-foot roadway on cylinder piers over Nottaway river. For further information address Commissioners J. P. Atkinson, S. T. Clark, C. H. Zehmer, all of McKenney, Va., and G. R. Stone, Ordsbury, Virginia.

Building Equipment and Supplies.—Willard Brick Co., Chattanooga, Tenn., is in the market for laths and shingles.

Building Equipment and Supplies.—Dr. George A. Mebane, Spray, N. C., wants prices on building equipment and supplies.

Building Equipment and Supplies.—Eureka Supply Co., Chamberlain Building, Chattanooga, Tenn., is in the market for four steel window frames 25x6.6 feet, made with pulleys and straps for sash, and one door and frame 25x6.6 feet, with steel lock and hinges complete.

Building Equipment and Supplies.—Carter & Pringle, architects, 712 Loan & Exchange Bank Building, Columbia, S. C., want catalogues from manufacturers of building equipment and supplies and other materials regarding which architects should keep informed.

Building Equipment and Supplies.—W. E. Brown, Augusta, Kans., wants prices on building materials, millwork, etc.

Building Equipment and Supplies.—The Bells Real Estate & Investment Co., Bells, Tenn., wants prices on building materials, lumber, shingles, brick, etc.

Building Equipment and Supplies.—English Drug Co., Monroe, N. C., will be in the market for pressed brick, terra-cotta and building material.

Building Materials.—Follensbee Ice & Laundry Co., Follensbee, W. Va., wants prices on building materials.

Cannery Equipment.—S. E. Roe, Jr., Apalachicola, Fla., wants estimates on complete equipment for oyster cannery with the exception of boiler; capacity about 2000 cans daily.

Canning-factory Equipment.—Columbia Canning Co., Columbia, Tenn., wants prices

on machinery and equipment for canning factory; daily capacity 15,000 cans.

Canning-factory Equipment.—A. Snyder, president Louisa Canning Factory, Louisa, Ky., wants prices on machinery and equipment for canning factory; capacity 20,000 cans tomatoes, beans and corn.

Canning Machinery.—Farmers' Cotton Oil & Fertilizer Co., Toccoa, Ga., wants addresses of manufacturers of canning machinery.

Canvas Manufacturers.—Box 433, Atlanta, Ga., wants to correspond with manufacturers having experience in making canvas for United States mail sacks of classes D, E and F.

Carrouseals.—See "Merry-Go-Rounds."

Cider Mill.—John J. Rea, Clarington, Ohio, wants to correspond with builders of hydraulic cider mills.

Condensing Plant.—Snyder Pump & Well Co., 1326-1328 East Main street, Richmond, Va., is in the market for a simple, inexpensive condensing plant to condense a sufficient supply of salt water for use in 100-horse-power boiler on the coast.

Cotton-gin Equipment.—H. D. Moore, Bell's Store, La., will want a three-gin outfit complete except engine and boilers.

Cotton Gins.—Gillespie & Young, Ltd., 815 Union street, New Orleans, La., want information regarding the various styles of Gins for ginning Sea Island cotton.

Crates, etc.—Georgetown Fruit Co., Georgetown, S. C., wants to correspond with manufacturers of crates, barrels and bags.

Dry-klin.—Leaphart Lumber Co., Charleston, S. C., wants prices on dry-kilns. (See "Lumber-plant Equipment.")

Electrical Equipment.—Elks Home Construction Co., care of L. A. Mahler, Raleigh, N. C., wants prices on electrical equipment.

Electrical Equipment.—N. M. Moody, Hot Springs, Ark., wants prices on electrical equipment for four-story hotel.

Electrical Equipment.—See "Railway Equipment (Electric)."

Electrical Equipment.—Follensbee Ice & Laundry Co., Follensbee, W. Va., wants prices on electrical equipment.

Electrical Equipment.—See "Railway Equipment."

Electric-light Plant.—See "Water-works, etc."

Electric-light-plant Equipment.—The town of Tuskegee, Ala., will want complete equipment for electric-light plant of 800 to 1000 16-candle-power lights, including engine and boiler of about 60 horse power, dynamo, wire, etc. Address W. H. Crawford.

Elevators.—J. R. Williams, P. O. Box 616, Berkeley, Va., wants prices on elevators.

Engine.—See "Blowing Engine."

Engine.—See "Water-works, etc."

Engine.—Mahoney-Lipscomb Manufacturing Co., 7th and State streets, Bristol, Tenn., wants prices on gas engine.

Engine.—Hugger Bros., Montgomery, Ala., want prices on light hoisting engine.

Engines.—The Cobb Company, Tryon, N. C., wants catalogues and prices on gasoline or kerosene engines.

Engine and Boiler.—The town of Tuskegee, Ala., will want engine and boiler of about 60 horse-power. Address W. H. Crawford. (See "Electric-light-plant Equipment.")

Engine and Boiler.—A. Snyder, president Louisa Canning Factory, Louisa, Ky., wants prices on 20-horse-power engine and 40-horse-power boiler.

Engines and Boilers.—Follensbee Ice & Laundry Co., Follensbee, W. Va., wants prices on engines and boilers.

Feed Mill.—John J. Rea, Clarington, Ohio, wants to correspond with manufacturers of feed mills to grind mixed feed and cornmeal.

Feed-water Heater.—Howard Hydraulic Cement Co., Cement, Ga., is in the market for a feed-water heater.

Foundry Equipment.—L. L. Files, 553 Central avenue, Atlanta, Ga., is in the market for complete equipment for iron and brass foundry.

Foundry Equipment.—I. Droege & Sons Foundry Co., Covington, Ky., is in the market for cupola and traveling cranes.

Gas Heaters.—The International Four Le Commerce and L'Industrie, 119 Rue Reaumur, Paris, France, wants to communicate with manufacturers of gas heaters for bathrooms.

Hardware.—Elks Home Construction Co., care of L. A. Mahler, Raleigh, N. C., wants prices on hardware for three-story building.

Hardware Specialties.—See "Knife-grinder Attachment."

Heating Apparatus.—Elks Home Construction Co., care of L. A. Mahler, Raleigh, N. C., wants prices on steam-heating apparatus for three-story building.

Heating Apparatus.—American Savings Bank, Roanoke, Va., wants prices on heating apparatus. Address Geo. H. P. Cole.

Heating Apparatus.—C. L. Jester, judge, Navarro county, Corsicana, Texas, wants estimates for heating courthouse by steam, boiler to be located 150 feet from building.

Heating Apparatus.—Dr. Thomas Purser, McComb City, Miss., wants prices on steam-heating apparatus.

Heating Apparatus.—D. B. Loveman Company, Chattanooga, Tenn., is in the market for steam-heating system to utilize exhaust steam for five-story building.

Heating Apparatus.—W. E. Brown, Augusta, Kan., wants prices on hot-water-heating apparatus.

Heating Apparatus.—W. L. Sandridge, chief of fire department, Lynchburg, Va., wants prices on heater to heat three-story fire station and engine, and a separate heater to heat engine during the summer months.

Heating Apparatus.—N. M. Moody, Hot Springs, Ark., wants prices on steam-heating apparatus for four-story hotel.

Heating Apparatus.—The Trion Manufacturing Co., Trion, Ga., wants prices on heating apparatus.

Heating Apparatus.—R. H. McGavock, 423 Cedar street, Nashville, Tenn., wants prices on steam and hot-water heating apparatus for two-story residence.

Heating and Lighting.—G. C. Engstfeld, city treasurer, Birmingham, Ala., has been authorized to call for bids for heating, lighting, plumbing, etc., in high-school building.

Hoisting Equipment.—The Sumter Iron Works, E. W. Moise, Jr., secretary and treasurer, Sumter, S. C., is in the market for one chain hoist, one ton, and one chain hoist, eight tons, not more than eight feet lift; also 300 feet of track iron for 10-ton chain hoist to be operated upon; second-hand; State net prices for immediate delivery, also full description.

Jail Works.—Judge J. M. Gregory, Manchester, Va., will receive bids until March 18 for furnishing two portable convict cages. Plans and specifications may be seen at Judge's office. Board of Supervisors of Chesterfield county reserves usual rights.

Knife-grinder Attachment.—C. C. Perdue, Painter, Va., is in the market for an attachment to put on grindstone or emery stand for holding planer knives to be ground.

Ladders.—Farmers' Supply Co., Inc., Witten's Mills, Va., wants prices on track ladders.

Lighting Plant.—W. E. Brown, Augusta, Kan., wants prices on gasoline lighting plant.

Lumber.—The Bottom Creek Coal & Coke Co., Vivian, W. Va., will be in the market in about two weeks for 100,000 feet of Southern pine lumber for tipples.

Lumber-plant Equipment.—Leaphart Lumber Co., 11 Broad street, Charleston, S. C., wants prices on equipment for saw-mill, planing mill, also dry-kiln.

Machine Tools.—The Sumter Iron Works, E. W. Moise, Jr., secretary and treasurer, Sumter, S. C., wants prices on one pair of bending rolls, not less than eight feet between housings, to bend up to three-quarters iron; one radial drill, three or four-foot arm; one boiler punch with 24-inch throat to punch up to three-quarters-inch iron; one set of shears to handle up to one-half or three-quarters-inch iron and to cut to line or circle; all second-hand. State net prices with full description for immediate delivery.

Machinery in General.—Raleigh Iron Works Co., Raleigh, N. C., wants to correspond with manufacturers of all lines of machinery.

Merry-go-Rounds.—H. A. Wiles, Hohen Path, N. C., wants addresses of manufacturers of merry-go-rounds.

Metal-working Machinery.—Wm. T. Coggin, secretary-treasurer Standard Cattle Guard Co., Greeley, Ala., wants catalogues, etc., from manufacturers of machinery for making metal cattle guards for use on railroads.

Mill Supplies.—Raleigh Iron Works Co., Raleigh, N. C., wants to correspond with manufacturers of mill supplies.

Mill Supplies.—Follensbee Ice & Laundry Co., Follensbee, W. Va., wants prices on mill supplies.

Nameplates.—Town of Suffolk, Va., W. B. Ferguson, chairman special committee, wants bids for numbering buildings and putting on of nameplates on streets; between \$350 and \$500 will be expended.

Oar Machinery.—Gibbs Machinery Co., 804 West Gervais street, Columbia, S. C., wants addresses of manufacturers of machinery for turning out oars of various kinds.

Organs.—Dr. Thomas Purser, McComb City, Miss., wants prices on organs for church.

Paper-box Machinery.—F. L. Caple, 112

Broad street, Augusta, Ga., wants addresses of manufacturers of machinery for making folding paper boxes.

Paving.—City council, Greenville, Miss., will receive bids until April 4 for the construction of approximately 600,000 square feet of granolithic sidewalk, according to plans and specifications on file in office of J. S. Allen, city engineer. Usual rights reserved.

Paving.—Sealed bids will be received at the office of Wm. J. Parkes, city engineer, Bessemer, Ala., until March 21 for curbing and grading certain sidewalks as enumerated in Public Improvement Ordinance No. 12; approximate quantities: 40,000 lineal feet five-inch granite curb, 16,000 cubic yards excavation. Certified check for \$300 must accompany each bid. Specifications, proposal blanks and all other information furnished on application. The city reserves usual rights.

Plumbing.—John L. Livers, superintendent light and water plants, Greenville, N. C., wants catalogues and prices on plumbing supplies.

Plumbing.—See "Heating and Lighting."

Plumbing.—N. M. Moody, Hot Springs, Ark., wants prices on plumbing for four-story hotel.

Pumps.—The Cobb Company, Tryon, N. C., wants catalogues and prices on pumps.

Railway Equipment.—Waynesville Railway & Power Co., Waynesville, N. C., wants estimates on electrical equipment for rolling stock for 35 miles of electric railway, central rail system.

Railway Equipment.—Peacock's Iron Works, Selma, Ala., is in the market for a 30-ton standard-gauge switch engine with low driving wheels and tank and tender behind; cannot use saddle tank; for Alabama delivery.

Railway Equipment.—Gibbs Machinery Co., 804 West Gervais street, Columbia, S. C., is in the market and wants best prices on five miles of 30 pound relaying T rail, with spikes and joints.

Railway Equipment.—Junata White Sand Co., 616 North Calvert street, Baltimore, Md., wants a gasoline locomotive for use on tramroad, 36-inch gauge, to draw 10 tons on maximum grade of 3 1/2 per cent.; also 95 tons 30-pound relaying rail, with spikes and bolts, for central Pennsylvania delivery.

Railway Equipment (Electric).—Lewisburg Milling & Electric Co., Lewisburg, W. Va., is in the market for ties, rails, poles, wire, electric generator, locomotive, cars and all machinery necessary to operate electric railway, exclusive of boiler and engine.

Roofing.—The First Baptist Church, Montgomery, Ala., wants catalogues and prices on roofing tile. Address Michael Cody.

Saw-mill.—Union Iron Works Co., Selma, Ala., wants second-hand saw-mill in good condition, capacity 6000 to 8000 feet board measure.

Saw-mill.—B. Jordan, Monticello, Ga., wants prices on second-hand short-log saw-mill and pony planer.

Saw-mill Equipment.—C. A. Mitchell, Dilard, N. C., is in the market for saw-mill outfit consisting of saw frame, carriage and saw; second-hand in good condition, cheap.

Seating.—Dr. Thomas Purser, McComb City, Miss., wants prices on pews for church.

Seating.—The Trion Manufacturing Co., Trion, Ga., is in the market for seating for an auditorium.

Sewerage System.—See "Water-works, etc."

Sewerage System.—Sealed proposals will be received at office of Robt. R. Stevens, C. Q. M., department of Texas, San Antonio, Texas, and at the office of quartermaster, Fort McIntosh, Texas, until March 29 for the construction of a sewerage system at Fort McIntosh, Texas, according to plans and specifications to be seen at offices at San Antonio and Fort McIntosh, Texas. United States reserves usual rights. Information furnished on application.

Sewing Machines.—Mahoney - Lipscomb Manufacturing Co., 7th and State streets, Bristol, Tenn., wants prices on sewing machines for trouser and overall factory.

Steam Specialties.—See "Condensing Plant."

Steel-tank Manufacturers.—Standard Hydraulic Pump Co., Roanoke, Va., wants to correspond with steel-tank manufacturers.

Store Specialties.—See "Ladders."

Street Signs.—See "Nameplates."

Telephone Equipment.—W. R. Barney, secretary Dover & Kiel Rural Telephone Co., R. F. D. No. 2, Dover, O. T., wants prices on all necessary equipment for the construction and operation of telephone system.

Telephone Equipment.—Martinsburg & Cumberland Telephone Co., Paw Paw, W.

Va., wants prices on telephone equipment and supplies.

Water-works.—W. E. Brown, Augusta, Kan., wants prices on hydro-pneumatic water-works.

Water-works, etc.—City of New Albany, Miss., will receive bids until March 28 for the construction of water-works and electric-light plant, for which \$30,000 is available; W. F. Wilcox, Jackson, Miss., engineer in charge.

Water-works, etc.—J. M. Acker, mayor, Aberdeen, Ark., will receive bids until March 22 for laying seven miles of cast-iron pipe, building brick power-house, masonry reservoir, deep well, air compressor, 18x42 simple Corliss engine, setting machinery, five miles 8 to 15-inch sewers. Certified check 5 per cent. (minimum \$300) required. Usual rights reserved. Address A. L. Dabney, engineer, Greenwood, Miss.

Water-works Equipment.—Sidney Stewart, Texarkana, Ark., wants prices on machinery and equipment for water-works, including windmill, pumps, etc.

Water-works Supplies.—John L. Livers, superintendent light and water plants, Greenville, N. C., wants catalogues and prices on water-works supplies.

Windmills.—The Cobb Company, Tryon, N. C., wants catalogues and prices on windmills.

Woodenware Machinery.—J. Edward White, Snow Hill, Md., is in the market for machinery for making scoop butter dishes in one piece without tin or wire ends.

Woodworking Machinery.—See "Oar Machinery."

MEXICO.

Aluminum Factory.—Francisco Coudurier and associates of the City of Mexico, representing the Mexican Aluminum Manufacturing Co., contemplate establishing an aluminum factory at a cost of about \$300,000.

Coal Mines.—W. C. Beckman of Parral, Chihuahua, is arranging to begin the development of his coal-mine properties near Salinas, Sonora.

Drainage System, etc.—The governor of Vera Cruz has let contract to Paul Lietz and W. A. Schaefer, representing the Mexican Construction & Engineering Co., City of Mexico, for the construction of drainage system for the city of Vera Cruz; also for erection of government place at Jalapa, V. C., and of municipal prison in Cordoba, V. C.

INDUSTRIAL NEWS OF INTEREST

Manufactory for Sale.

Controlling stock in a small but profitable manufacturing plant in the South is offered for sale. Information can be had by addressing M. W., 45 Dunn street, Atlanta, Ga.

Hardware Store for Sale.

An established hardware store, the only one in a town of 1500 inhabitants, and no competition within six miles, is offered for sale. Address Wm. S. Evans, Elkton, Md., for information.

Granite Quarries for Sale.

An established quarrying enterprise near Yorkville, S. C., is offered for sale. The property is the T. P. Whitesides granite quarries, and full particulars can be furnished by J. S. Brice or Geo. W. S. Hart, attorneys, Yorkville.

Coal Land—75,000 Acres.

A boundary of about 75,000 acres of coal land is offered for sale. The property is said to carry three strata of 36, 46 and 52-inch veins, with railway facilities nearby. For further details address A. D. Branham, Norton, Va.

Furniture Maker Seeks Engagement.

J. R. Weaver, Belmont Heights, Nashville, Tenn., states that he seeks an engagement to take charge of a furniture factory. He has had 20 years' experience in furniture manufacturing, and is acquainted with every department of the business. Correspondence is invited.

Woodworking Plant for Sale.

An opportunity for manufacturers of chairs and other small wood articles is seen in the offer of a plant for sale. This plant is located in Jasper, Ala., and is well equipped with modern machinery. For information address the E. J. Noblett Company, 12th and Peoria streets, Chicago, Ill.

Ohio Injectors for South America.

An order has been received from South America for 30 two-inch Ohio Injectors, to be shipped to that country. This order is a tribute to the merit of the injectors named.

Gold and Silver mines.—Isaac Navarro of Ahualulco, Jalisco, has filed mining claims to gold and silver properties which he proposes to develop.

Hotel.—It is reported that the Mexican-American Steamship Co. of New Orleans, La., will build a modern hotel at La Barra Beach, near Tampico, Mexico.

Mining.—Tomas Cumplido of La Yescas, Tepic, has filed claims to mining lands which he proposes to develop.

Mining.—The El Carmen Mining Co. has been incorporated by C. C. Roundtree, Aparico Porchas, Miguel F. Hermosa, John Miller and Aurelio Sandoval, to develop mining lands at Los Bronces, near San Javier, Sonora.

Nail and Screw Factory.—Manuel M. Legorreta of the City of Mexico contemplates establishing a plant for the production of horseshoe nails, cut nails, screws, etc.

Oil Refinery.—The Oil Fields of Mexico Co. of Papianta, Vera Cruz, is having plans and specifications prepared for the erection of an oil refinery to have a capacity of 2000 barrels; plant to be built in two units of 1000 barrels each. Percy N. Fuber of New York is president of the company.

Silver and Gold Mines.—The Vaticana Mining Co. has been organized at Parral, Chihuahua, to develop silver and gold mines. James F. Flynn is president; H. L. Warne, secretary, and G. A. Burr, manager.

Water-power Developments, etc.—Marcelo Valentin, City of Mexico, has applied for a concession to utilize 40,000 liters of water per second from the Balsas or Mixcala river in Guerrero for irrigation purposes and to generate motive power.

Railways.

Steam Railroad.—Leon Balch, representing a syndicate, is reported to be seeking a government subsidy for a railroad from Tepic to San Blas on the Pacific coast. He may be addressed at Tepic, Mexico.

Electric Railway.—The Jallaco Exploitation Co. is reported organized at Guadalajara, Mexico, to build a standard-gauge electric railway from that city to the port of Chantela on the Pacific coast. M. C. Miller of Guadalajara is president. Others interested are: L. C. Harnecker, vice-president; C. W. Whittemore, general manager, both of Mexico City; Antonio Urrea Comisario, George Welsh and D. B. Russel, directors, at Guadalajara.

Hosiery and Trousers Plant.

An established and well-equipped plant for the manufacture of hosiery and trousers, located in the South, is offered for sale by the receiver of the property. The sale will be held publicly on April 20, and the successful bid is subject to court confirmation. For full particulars address C. H. Newton, receiver, Athens, Ga.

Woodworking Plant for Lease.

An opportunity for manufacturers of furniture and allied articles is offered in New York. It offers for lease a new plant completely equipped with machinery. The machinery will be sold separately and the building rented if desired. Address "Machinery," care of G. H. Haulenbeck, Union Square and 16th street, New York city.

The Barth Elevator Co.

The Barth Manufacturing Co. of Milwaukee, Wis., has changed its name to the Barth Elevator Co., a title that is most appropriate to its business. This company manufactures passenger and freight elevators, and has developed an extensive trade throughout the country for its designs, which afford entire satisfaction to buyers and users.

An Opportunity in Lumber.

An established lumber mill, with yards, stables, teams, power plant, etc., located in one of the most prosperous towns of Pennsylvania, is offered for sale or exchange. The owner will exchange for timber land. Virginia properties preferred. Contracts now filed for lumber go with the plant. For particulars address J. H. Leith, Meyersdale, Pa.

Timber Land for Sale.

Four thousand acres of timber land in Onslow county, North Carolina, is offered for sale. The property contains principally long and short straw and rosemary pine, some ash, oak, poplar, maple and dogwood.

It is connected by navigable waters with the Atlantic Coast Line, 15 miles distant. Address W. R. Trogdon, Greensboro, N. C., for information.

For Machine-Shop Managers.

The owner of patterns and working drawings for a line of machinery of modern type and reputation wants to arrange with some machine shop for using these rights. It is claimed this is a good opportunity for some progressive machine-shop manager to increase his trade. Write for full details, addressing "Machine Shop," care of the Manufacturers' Record.

Carter & Pringle, Architects.

Messrs. Avery Carter, formerly of Sams & Carter, and R. S. Pringle have formed a partnership to practice architecture under the title of Carter & Pringle. They have located their offices at 712-713 Loan & Exchange Bank Building, Columbia, S. C., and invite correspondence regarding plans and specifications for modern buildings of every character. Manufacturers are invited to send catalogues.

Cotton Mill Wants Capital.

One of the successful Southern cotton factories has decided that the installation of Northrop looms will enable it to be in a superior position for further enhancing the enterprise's profitability, and seeks additional capital for this purpose. The mill makes plain goods, and has a good trade at present. Investors who want to investigate can send letters to "Plain Goods," care of the Manufacturers' Record, and the correspondence will be forwarded.

Sand Conveyor for Brick Plant.

Equipment for the practical and economical conveying of sand in and around sand-lime brick plants fulfill an important part in the operation of such industries. One of the best-known sand-lime brick works in the South—that of the Southern Sand-Lime Brick Co. at Mobile, Ala.—uses a sand conveyor that has proven eminently satisfactory in its operation. The Robins Conveyor Belt Co. of New York city manufactured and installed the apparatus.

Of Interest to Manufacturers.

Manufacturing enterprises desirous of establishing a supply depot and agency for the Ohio valley and middle West can perfect the proper arrangements with a man who has had 16 years' experience as business manager and salesman. This party controls modern office facilities and warehouses 40x100 feet, and will exchange references with manufacturers who write. Details regarding this opportunity can be obtained by addressing Business Manager, Box 397, Dayton, Ohio.

Turney and Vogt Interests Associated.

The Turney Drier Company has associated with the Henry Vogt Machine Co. of Louisville, Ky., and moved its offices and works to the Vogt plant at Loth and Ormsby streets. New officers have been elected as follows: President, Adam Vogt; vice-president, Henry Vogt, and secretary-treasurer, Albert H. Vogt. The company is now installing the latest-improved machinery to manufacture the direct heat and steam driers, roller and filter presses, and has secured a large amount of additional capital to conduct the enterprise.

To Represent C. & G. Cooper.

The Mickle-Milnor Engineering Co., Drexel Building, Philadelphia, announces that it has been appointed representative of the C. & G. Cooper Company of Mt. Vernon, Ohio, builder of Corliss engines for all purposes, a specialty being made of heavy types for direct-connected lighting and power plants. Detailed estimates and specifications will be furnished to those requiring such data in determining just what equipment they must contract for. The Mickle-Milnor Engineering Co. also represents H. R. Heinicke, Inc., chimney builder, and Herron & Bury Manufacturing Co. of Erie, Pa., maker of air compressors.

Diamond Stone-Brick Contracts.

An interesting bit of trade news comes from the Charles Warner Company of Wilmington, Del. This company states that it has recently closed contracts in the city of Philadelphia for delivery of over 5,000,000 of the new Diamond Stone-Brick manufactured on the sand-lime principle. These bricks have met with the approval of many architects and builders, as well as the building departments, of cities near Wilmington, and at the present rate of demand the year's output of the Wilmington plant—18,000,000 bricks—will be contracted for within a few weeks. The Diamond Stone-Brick Co. has developed a large variety of special colors and pleasing effects in the way of spotted

and rough bricks. The Spackman Engineering Co. of Philadelphia, Pa., has tested the Diamond bricks, taking samples from a pile of over 500,000 which were manufactured last fall and had been subjected to the severe conditions of the weather this winter. The Spackman report is so highly favorable to the superior qualities of the Diamond Stone-Brick that a copy of the full report should be read by all who are interested in improved building bricks. Write the Warner Company to send you a copy.

Season for Roofing Materials.

This is a season of the year when the purchase of roofing materials and building papers by the jobber is in order. Dealers and users naturally want to handle and use only the products that will give them the best results, and to obtain these products it is necessary to purchase from established companies whose goods have a reputation to sustain. A complete line of high-grade roofing materials and building papers is made by the Chatfield & Woods Company of Cincinnati, Ohio. This company invites inquiries regarding its specialties. Applicants will be mailed descriptive literature that will interest them.

Rawson & Morrison to Enlarge.

Considerable additional facilities will be provided for manufacturing the products of the Rawson & Morrison Manufacturing Co. at Cambridgeport, Boston, Mass. The company has just purchased land and buildings covering an area of 28,000 square feet, with frontages of 140 and 200 feet, adjacent to its present manufacturing plant. It builds hoisting engines for all purposes, automatic coal-handling machinery, clamshell shovels, etc., and has built up an enviable reputation for its products. The steps being taken to enlarge the output show that Rawson & Morrison specialties are being appreciated by industrial workers.

Deal in Scrap Metal—All Kinds.

Messrs. Henry A. Hittner's Sons, 19 Water street, Brooklyn, N. Y. (main office in Philadelphia), announce that they are prepared to make offers on all classes of scrap iron, steel and metals. They are buyers of abandoned roads, viaducts, bridges, steel and iron structures, power-houses, locomotives, boilers, rails, old car wheels and axles. The firm has for sale a large quantity of lattice and plate girders and columns of various sizes and lengths suitable for elevated roads, and two standpipes 28 and 50 feet high, respectively. To applicants a descriptive pamphlet covering information pertaining to this material will be forwarded.

Proper Temperature in Factories.

Much recent legislation looking to the comfort of employes has had to do with the maintenance of proper temperature and purity of the air in manufacturing plants. The nature of the work in connection with the manufacture of iron and products therefrom especially calls for devices which shall not only add to the comfort of the workmen, but at the same time increase their output. With this object in view, the tube works department of the Reading Iron Co., Reading, Pa., has recently made a special application of two large electric fans manufactured by the R. F. Sturtevant Co. of Boston, Mass., for supplying blast for cooling around the furnaces. Similar devices are being adopted in many of the large plants where work of this character is carried on.

John T. Lindstrom's Specialties.

The machinery trades and manufacturers who are using mechanical equipments of modern design and want to keep their plants in the best possible condition can obtain valuable assistance from John T. Lindstrom of Allentown, Pa. Mr. Lindstrom is a machinist and engineer who manufactures steam and oil separators and steam traps which have proved very successful and are in continued demand among discerning users of specialties of this kind. He also rebore, in their present position, all makes and sizes of steam engine cylinders, Corliss valve ports, air compressors and air pumps; also will turn off and crown any size flywheel on engine shaft. So urgent has been the demand recently for the Lindstrom specialties that it has been found necessary to increase and improve the plant by installing additional new machinery. Buyers of steam specialties or operators in the field for careful machine work of the class above noted are invited to write John T. Lindstrom.

Blakeslee Gas and Gasoline Engine.

A visit to the manufacturing plant of the White-Blakeslee Manufacturing Co., Birmingham, Ala., where the Blakeslee Gas and Gasoline Engine is built, enables one to note a few facts in reference to this energetic and successful manufacturer. The com-

pany's new factories, which have been equipped, without regard to first expense, with the finest machine tools and facilities, represent undoubtedly one of the most efficient and well-managed plants of this kind in the country. The factory buildings are of the most modern shop construction, and every convenience is afforded employes for producing the best work possible. The class of employes represents the best ability to be obtained. The Blakeslee engines and connected outfits for 1905 represent one of the most complete and carefully thought out line of goods on the market this year. The Blakeslee catalogue will be mailed to anyone who is interested in gasoline engines or connected outfits, and covers the requirements in vertical engines from one to six horse-power and from 2½ to 36 horse-power of the horizontal line, together with a large number of pumping outfits, etc.

Barrett Jacks for Russia and Japan.

The Duff Manufacturing Co., Pittsburg, Pa., has received another contract for a large quantity of Barrett Track Jacks for the government railways of Russia. This is the third contract from this source within the year received by the Duff Company, and the Barrett Jacks have been adopted exclusively by the Russian government for railroad work. It will be recalled that the first contract for Barrett Track Jacks was to cover the requirements of the Siberian Railway, and was rushed forward to facilitate the government in preparing that road for the transportation of troops to the seat of war. At the time this contract was announced it was regarded as an important award, in that it showed, contrary to reports, that Russia would buy American material. It will be remembered that at the outbreak of the Japanese-Russian war there was a report circulated through the press that Russia would not purchase American-made machinery and tools on account of the American people siding, apparently, with the Japanese. The Duff Company has also supplied the Barrett Track Jacks to the Japanese railways, and it was a marked coincidence at the time that on the same day the first Russian contract was received a large consignment of Barrett Jacks were ordered forward by Japan.

Devoted to Waterproofing Engineering.

The latest example of the great tendency of the times—specialization—is seen in a company which has just begun business and devotes its energies exclusively to the subject of waterproofing. This is a branch of engineering which has hitherto been comparatively neglected, but with the great activity in tunnel building and in structural work requiring deep foundations, and with the growing tendency of the engineer to burrow underground, and also to keep the water from his superstructures, the importance of the subject now warrants the attention of specialists. This new company is the Hydrex Felt & Engineering Co., 120 Liberty street, New York. It will, besides offering waterproofing material, draw up plans and specifications and attend to the engineering details of this class of work. The manager is Edward W. DeKnight, who has taken a prominent part in preparing the plans for waterproofing a number of great engineering enterprises. The new company is an outgrowth of the old-established firm of F. W. Bird & Son, East Walpole, Mass. The Hydrex Felt & Engineering Co. starts business under favorable auspices, as "hydrex" felt has been specified for the Pennsylvania tunnel under New York city, the Baltimore & Ohio-Pennsylvania improvements at Washington and other important projects.

Rules for Safety of Elevators.

The city of New York has adopted the following rules for safety of elevators: "All elevators now in use and hereafter installed in any building in the Borough of Manhattan shall have a governor or speed regulator, suitably connected with a safety device on the car, whereby upon excess of normal speed the governor dog grips and positively stops the governor rope, with no injury to the rope, and whereby the stopping of the safety rope brings the gripping jaws on the car, when said jaws are set at a running clearance of at least one-eighth inch from each face of each rail, in contact with the rails in not over one and one-half feet distance of car travel after the safety rope is stopped, and whereby the further travel of the car up to a distance of about eight feet, with a heavy load at high speed, gradually increases the pressure of the jaws on the rails, independently of any stretch of the safety rope or of the yielding of any positive mechanism of the safety device, thereby bringing any load at any speed to a safe and easy stop. The governor or speed regulator shall be set to operate at from 10 to 50 per cent. above

the running speed of the car, and the governor or regulator shall be plainly marked at the speed it is to operate at. Said safety device to provide positive and ample power to stop any load that the car can lift and to operate as heretofore specified, independently of any wear or adjustment of any part of the safety device. All speed governors must have adjustment to allow them to operate at normal car speed for testing and inspection." The Bureau of Buildings, 220 Fourth avenue, can supply copies of these rules.

Cameron Pump Works Busy.

The A. S. Cameron Steam Pump Works, foot East 23d street, New York, report February business as encouraging and the volume of orders increasing. Among the most recent installations the company mentions over a score of pumps of different sizes and types, but mostly mine pumps, for the Union Iron Works, San Francisco; three pumps of large capacity for use in the New York and Brooklyn tunnel at Battery Park, New York, supplied to the Barrett Manufacturing Co.; several pumps with removable bushings for pumping tar for the Delaware, Lackawanna & Western Railroad in New Jersey; another large light-service pump for the Western Tube Co., duplicate of many the company uses; three general-service pumps of different sizes for McClung & Co., Knoxville, Tenn.; three large pumps for Roy & Titcomb, Nogales, Ariz.; three general-service pumps for the Oil Well Supply Co., Bradford, Pa.; a powerful pump of large capacity for the Long Mead Iron Co., for use in rolling mill, and a light-service pump of the removable bushing pattern for use in the navy yard at Norfolk; also several pumps with removable bushings for the Shakerpeare Gold Mine Co., Webwood, Ontario, Canada, and the Pilling Island Pyrites Co., Pilling Island, Canada; a number of boiler feeders and general-service pumps for Griffiths & Nathaniels, Poulney, Vt.; Granville Die and Machine Works, Granville, N. Y.; New Soddy Coal Co., Tennessee; H. Channon Company, Chicago; Hullock Milling Co., Hullock, Md., and department of water supply, Alexandria, Ind.; also a number of vertical-plunger sinking pumps and compound pot-valve plunger-station pumps. The Cameron foreign shipments have been quite active. Over a dozen light pumps were ordered from London for delivery to the west coast of Africa; also six pumps direct to Auckland, N. Z., and special sinking and station pumps to Ste. Anonyme des Mines d'Or de Territo, Brazil, and Cia. Mina. de Penolis, Mapimil, Dgo., Mexico.

The Wm. T. Bonner Company.

The merchant engineering business of Wm. T. Bonner & Co. has been incorporated as the Wm. T. Bonner Company. Its scope will be extended to cover a much larger line of steam-plant accessories than has heretofore been attempted, and more attention will be given to the manufacture of standardized specialties for high pressure and superheated steam. A full line of cushion pressure seated control cocks, blow-off and other valves of a new type designed by Mr. Bonner will be manufactured in all sizes up to four inches. The following list is offered for consideration: "Wiltbonco" gauge mountings, quick opening; "Reflex" water gauges—"the water shows black"; "Wiltbonco" cushion pressure seated control cocks, "Freeport" blow-off valves, interchangeable, renewable, no pockets for sediment; "Freeport" valves for all purposes—"the whole trouble overcome"; "Wiltbonco-Hogan" waste-oil filters, "Wiltbonco-Cooperite" sheet packing, "Safety" plastic metallic packing, "Wiltbonco-Monarch" gauge-glass protectors, "Wiltbonco-Grief" gauge-glass tubes. At Nos. 244-248 Summer street, Boston, the general offices and the selling and manufacturing departments will be united. A fully-equipped shop fitted out with modern up-to-date tools will be provided for manufacturing. All material and workmanship will be of such character as to meet the requirements of the United States Navy, and the manufacture of competition goods will not be undertaken. The active management of the Wm. T. Bonner Company will be with Wm. T. Bonner, M. A. S. M. E. Ass. A. S. N. E. (formerly general manager in Canada for Babcock & Wilcox, Lim.), president and engineer; Lewis H. Homer (late with R. L. Day & Co., bankers, Boston), treasurer and secretary; P. A. Jurguson (late assistant master mechanic United States navy-yard, Boston), superintendent; John R. Marvin, M. E., M. I. T., 1902 (late engineer and draughtsman with R. F. Sturtevant Co.), assistant engineer. The directors, in addition to Mr. Bonner and Mr. Homer, are Alfred E. Cox, treasurer and general manager the Atlantic Works, East Boston, Mass.; Harvey Stuart Chase, mechanical and electrical engineer and expert accountant, and Wm. S. Hatch, attorney, of Boston. Attorneys Wiggin & Wiggin of Bos-

ton will serve as counsel. The New York sales office will be continued at No. 141 Broadway in charge of an expert steam specialist, who will devote his entire attention to the trade in that vicinity. Agencies and distributors will be arranged for Chicago, St. Louis, Denver, San Francisco and other large centers, and every effort will be made to extend the use and usefulness of "Wilt-boeco" specialties.

TRADE LITERATURE.

Exhausts and Blowpipes.

A novel bit of advertising literature is being issued in the form of a greeting from three distinguished sovereigns (?) to their friends whose happiness can be increased by the words of wisdom which the message beareth. It gives some brief facts about modern exhausts and blowpipes for use in all kinds of factories and elsewhere. The Cincinnati Exhaust & Blow Pipe Co. of Cincinnati, Ohio, has issued the message and can supply copies to applicants.

For the Foundryman.

Timely information for those in charge of the foundry, core-room, pattern-shop, cleaning-room and other departments of the foundry business is presented in the Obermayer Bulletin for March. This valuable publication continues its visits to people who are aware of the necessity of keeping up to date as to the latest-improved foundry supplies. It is published by the S. Obermayer Company of Cincinnati, being issued from the Pittsburgh office, to which requests for copies should be sent.

Charcoal Iron Roofing.

Attention is being called to the Garry Genuine Charcoal Iron Roofing, which has stood the tests of years and never failed to maintain its lasting reputation. This product is tough, ductile, easy to manipulate and impervious to the encroachments of time and storm. It is made in light and heavy armor, put up in rolls, and made from the different grades of the Garry genuine charcoal iron tin, painted on both sides, with sheets double cross-locked. The Garry Iron & Steel Co. of Cleveland, Ohio, manufactures the Garry products, and is sending out a leaflet inviting dealers and consumers to investigate.

The C. W. Hunt Machinery.

Pamphlet No. 662 contains an introduction to the general line of machinery manufactured by the C. W. Hunt Company, 45 Broadway, New York. This company has had over 35 years' experience, and both designs and builds every article, and fully guarantees the material and workmanship. Its products include coal-hoisting equipments, cable railways, mast and gaff fittings, conveyors, coal screens and valves, coal crackers, overhead trolleys, automatic railways, electric and steam hoisting engines, electric locomotives, blocks and sheaves, etc. The Hunt pamphlet is in pocket size and illustrated. It contains concise information regarding the line of mechanical equipments referred to.

The Lackawanna Pump Works.

The Lackawanna Pump Works of Scranton, Pa., is distributing its illustrated pamphlet briefly calling attention to the characteristics of the Lackawanna Pumps and referring to the features which have earned for them an enviable reputation wherever used. Every pump built by this company is thoroughly tested under varying conditions before being shipped from the manufactory. They are selected for buyers in accordance with the conditions of service under which they will operate. Salt, fresh, acid, clear, gritty, hot or cold liquids can readily be pumped with the machines as provided for such service. William P. Dennis, 633 Arch street, Philadelphia, is agent for the Lackawanna Pumps, and solicits requests for estimates.

A New Grinding Wheel.

The perfect grinding wheel should have two fundamental elements—safety and capacity for work. These important features are attained in the new grinding wheel regarding which the manufacturer is now issuing an explanatory booklet. This wheel has slanting corrugations or teeth, which make their action that of shearing rather than grinding, thus greatly increasing their capacity for work, 140 per cent. net gain, as demonstrated in the booklet. The corrugations are reproduced in from three to five minutes by a patented hand tool which requires no fixture, previous skill of manipulation or removal of the wheel. For booklet regarding this new grinding wheel address the maker, Corrugated Grinding Wheel Co., Philadelphia, Pa.

Hunt Industrial Railways.

Few realize the saving made by the use of a narrow-gauge track and suitable cars in

handling their raw and finished materials. Suppose a system of tracks in a manufacturing establishment would save the wages of a boy at only 50 cents per day. This saving of \$150 per year would pay 6 per cent. interest on an investment of \$2500. One can scarcely imagine a place where so large an investment could be made for a system of tracks and cars and no greater saving result. Manufacturers or other industrial operators interested in this subject are invited to address the C. W. Hunt Company, 45 Broadway, New York, for pamphlet No. 661, which tells all about the Hunt Industrial Railways. On this system cars run around curves of 12-foot radius as easily as a wagon turns a corner.

A Model Southern Plant.

Those who are interested in the construction of steam-power machinery and the development of Southern industries will find some valuable hints for their consideration in the booklet "By Their Works Ye Shall Know Them." These hints are presented in the form of photographic illustrations of one of the most extensive manufacturing plants in the South, the Southern Engine and Boiler Works at Jackson, Tenn. The booklet is to be followed soon by another giving descriptions of the company's methods and system of construction. This will be done in order to acquaint people with the fact that there is such a modern plant in the South equipped with the latest improved machinery and employing none but skilled mechanics in the building of engines, boilers, saw-mill machinery, mill supplies, etc.

The Wolf Pocket Price-List.

The pocket price-list of the Wolf Company of Chambersburg, Pa., is designed to give the trade a comprehensive catalogue of such size that it may always be at hand. It contains in a condensed form a complete price-list with dimensions and weights of roller mills, feed mills, corn and cob crushers, gyrators, bolting and purifying machinery, grain cleaners, flour and bran packers, dust collectors, flour-blending machinery, turbine wheels, scales, elevating machinery, conveying and power-transmitting equipments, etc. Most of the lists are United States standard, and the book therefore valuable whether the buyer contracts with the Wolf Company or with other mill builders. The tables, charts, business forms, useful information, etc., presented in the latter part of the publication will also be found of value.

Train-Lighting by Acetylene.

Railway managers are asked to direct their attention to the fact that apparatus has been perfected for supplying locomotives and their trains with acetylene gas for lighting purposes. The superiority of acetylene gas because of its great similarity to sunlight and the fact that colors can be distinguished under its rays as readily as by daylight are well known. The adaptation of this gas for headlights and tail lights is a subject that will therefore interest railroad men. The storage system is used, and it has been so perfected that economy and safety are served to the utmost. For lighting stations, signal systems and other railway equipment, automobiles, boats, lighthouses, etc., the acetylene light has also proven its value. When installing these systems the great question which arises is what design and make of generator and accompanying equipment shall be used. Some timely pointers as to this will be found in the illustrated pamphlet being distributed by the Commercial Acetylene Co., 80 Broadway, New York. Ask the company to send you a copy.

Shultz Sable Rawhide Belting.

Dealers in and users of belting will find valuable data for their consideration in the booklet entitled "Sable," which is now being distributed. This little publication presents facts of interest regarding the manufacture of Shultz Sable Rawhide Belting. This belting is made from the heaviest packer steer hides, the leather being prepared by a special process from the raw material to the finished product under the maker's own supervision. Sable belting will transmit, it is claimed, one-third more power than the best oak-tanned leather belt. It transmits more power because its kid-like surface, which is produced by the special process, clings to the pulley and makes the belt pull, no matter how slack, without the aid of "dope." "Sliders" or any of the other products which make a belt cling but often shorten its life. In the booklet are photographic illustrations showing how Sable belting looks under the microscope and in other positions testifying to its superior qualities. The Shultz Belting Co., A. B. Lawrence, manager, 113 Liberty street, New York, manufactures Sable belting, and will send copy of the explanatory booklet to applicants.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office Manufacturers' Record,
Baltimore, Md., March 15.

Outside of the United Railways there was no great feature in the Baltimore stock market during the past week, but even in those most active issues interest had somewhat abated and trading was less active, with a consequent decline in both the stock and the income bonds. There was a little more activity in Alabama Consolidated, and some of the loss recently experienced was recovered. There was a fair amount of business in general investment securities.

In the dealings United Railways common declined from 17 to 14½, reacting to 15; the income bonds dropped from 67½ to 65, with last sale at 65½, while the 4 per cents were steady between 94½ and 94¾. United Light & Power 4½s sold at 98 to 98½. Consolidated Gas was traded in at 87 to 88, the 6s at 110 and the 4½s from 102½ to 103½. Seaboard common sold from 19 to 18 and the preferred from 38 to 38½, the new common at 24 to 26 and the rights from ¾ to ¾, the new 2d preferred selling from 51½ to 52. Seaboard 4s were dealt in at 91½ and 91, the 10-year 5s at 104½ to 104¾ and the 3-year 5s at 100. Cotton Duck common changed hands at 9¼ and 9 and the income bonds at 34, the 5s at 78 to 77¾. G. B. & S. common sold at 8½, the incomes at 28 and the 1sts from 56½ down to 55½.

Bank stocks sold as follows: Howard, 11½ and 11½; Union, 124; Drovers and Mechanics', 200¼; Exchange, 184½; Western, 391½.

Trust and other company stock sold as follows: Fidelity & Deposit, from 164 to 167½; International Trust, 140 to 142½; Mercantile Trust, 153; Continental Trust, 160; Maryland Casualty, 58¾ to 59¾.

Other securities were traded in as follows: Alabama Consolidated Coal & Iron common, 58 to 65½, reacting to 60, with last sale at 62, the preferred at 94, the 5s from 92 to 93½; Atlantic Coast Line common, 141 to 143; do. 4s certificates (Connecticut), 5-20s, 96 to 96½; Atlantic Coast Line of Connecticut, 352½ to 370; Atlantic Coast Line new 4s, certificates, 93 to 94¾; do. consolidated 4s, 101½; Baltimore Brick common, 12½ to 13½; do. preferred, 56 to 56½; do. 5s, 87; City & Suburban 5s (Washington), 107¾ to 108; Anacostia & Potomac 5s, 107½ to 108¾; Georgia & Alabama Consolidated 5s, 112¾; Georgia Pacific 1sts, 124½; Maryland & Pennsylvania incomes, 58½ to 59; North Baltimore 5s, 120½ and 121; Virginia Midland 4s, 102½ to 103; do. 5s, 117; Danville City 4s (1935), 102¾; Maryland Telephone 5s, 98½ to 101; Merchants' Coal 5s, 94½; German Fire Insurance, 16; Augusta Street Railway 5s, 104½; Florida Southern 4s, 90 to 90½; Georgia, Carolina & Northern 5s, 112¾ to 113; Indiana Northern Traction 5s (1932), 97; Western Maryland 4s, 92¾ to 93½; Western North Carolina 6s, 115½; West Virginia Central 6s, 111½ to 112; Charleston Consolidated Electric 5s, 94 to 95; City & Suburban 5s (Baltimore), 114¾ to 114¾; Virginia Century, 96 to 96½; Northern Central Railway stock, 107½; Colorado Southern 4s, 93½ to 93¾; Houston Oil common, 9 to 6¾; Central Passenger Railway extension 5s, 117; Norfolk Railway & Light stock, 12; do. 5s, 94¾; Baltimore City 3½s (1928),

107, do. 1930, 107; do. 1940, 107½; Virginia Electric Railway & Development 5s (January coupon), 101; Philadelphia Company, 45; South Bound 5s, 114; Richmond & Danville 5s, 114¾; do. 6s, 116½; Anniston (Ala.) Water Supply 4s, 50; Pittsburg, Lake Erie & West Virginia 4s, 100¾; Consolidation Coal refunding 4½s, 100¾; Macon Railway & Light 5s, 98¾.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended
March 15, 1905.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line.....	100	111½	112½
Atlantic Coast Line of Conn.....	100	367½	370
Georgia Sou. & Fla. 1st Pref.....	100	100	100
Norfolk Railway & Light.....	25	14½	15
Seaboard Railway Common.....	100	18½	19
Seaboard Railway Preferred.....	100	38½	39½
United Railways & Elec. Co.....	50	14½	15

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	28½	29
Commercial & Fnr. Nat. Bank.....	100	120	130
Drovers & Mech. Nat. Bank.....	100	199	201
Farmers & Mer. Nat. Bank.....	40	57	57
First National Bank.....	100	100	101
German-American Bank.....	100	105	115
German Bank.....	100	108	108
Merchants' National Bank.....	100	169	170
National Bank of Baltimore.....	100	120½	122
National Bank of Commerce.....	15	15	15
National Exchange Bank.....	100	185	185
National Howard Bank.....	10	11½	11½
National Marine Bank.....	30	36	36
National Mechanics' Bank.....	10	25	25
National Union Bank of Md.....	100	125	125½
Western National Bank.....	20	39½	40½

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Central Real Estate & Trust.....	50	60	60
Continental Trust.....	100	160	162½
Fidelity & Deposit.....	50	166½	167
International Trust.....	100	142	142½
Maryland Casualty.....	25	59½	60
Mercantile Trust & Deposit.....	50	152	154
Union Trust.....	50	63	63
U. S. Fidelity & Guaranty.....	100	120	122

Miscellaneous Stocks.	Par.	Bid.	Asked.
Alabama Con. Coal & Iron.....	100	62	65
Ala. Con. Coal & Iron Pref.....	100	86	86
Consolidated Gas.....	100	87½	89
Consolidation Coal.....	100	80	85
Cotton Duck Voting Trust.....	100	8	9¼
G. B. & S. Brewing Co.....	100	8	9
United Elec. L. & P. Pref.....	50	50½	51

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1946.....	100	93½	94
Atlanta & Charlotte 1st 7s, 1907.....	100	106	107
Atlan. Coast Line 1st Con. 4s, 1952.....	100	101½	102
Atlantic Coast Line 4s, Cfs., 1952.....	100	94	94
Carolina Central 4s, 1949.....	100	90½	91
Coal & Iron Railway 5s, 1920.....	100	106	107
Columbia & Greenville 1st 6s, 1916.....	100	117½	118
Florida Southern 4s, 1940.....	100	90	90½
Georgia & Alabama 5s, 1945.....	100	112½	113½
Georgia, Car. & North. 1st 3s, 1929.....	100	112½	113
Georgia Pacific 1st 6s, 1922.....	100	124	125
Georgia South. & Fla. 1st 5s, 1945.....	100	114½	116
Maryland & Pennsylvania 4s, 1951.....	100	91½	93
Piedmont & Cum. 1st 5s, 1911.....	100	105½	106
Potomac Valley 1st 5s, 1941.....	100	116	119
Raleigh & Augusta 1st 6s, 1926.....	100	123	124
Richmond & Danville Gold 5s, 1915.....	100	107½	108
Seaboard Air Line 4s, 1950.....	100	90½	91
Seaboard Air Line 5s, 10-year, 1911.....	100	104½	105½
Seaboard Air Line 5s, 3-year.....	100	99½	100½
South Bound 5s, 1941.....	100	114	114
Virginia Midland 1st 6s, 1906.....	100	101½	102
Virginia Midland 4th 3-4-5s, 1921.....	100	111½	112
Virginia Midland 5th 5s, 1926.....	100	115½	116
Western Maryland new 4s, 1952.....	100	93	93½
West Virginia Central 1st 6s, 1911.....	100	115	116
Wilmington, Col. & Aug. 5s, 1910.....	100	112	112½
Wilmington & Wel. Gold 5s, 1935.....	100	118	118

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949.....	100	108	108½
Atlanta Con. St. Rwy. 5s.....	100	106	106
Augusta Rwy. & Elec. 5s, 1940.....	100	104½	106
Baltimore City Passenger 5s, 1911.....	100	107	108
Central Ry. Ext. 5s (Balt.), 1952.....	100	103½	104
Charleston Con. Electric 5s, 1909.....	100	95	96
City & Suburban 5s (Balt.), 1922.....	100	114½	114½
City & Suburban 5s (Wash.), 1948.....	100	107¾	108
Lexington Railway 1st 5s, 1949.....	100	104½	105
Macon Rwy. & Lt. 1st Con. 5s, 1953.....	100	99	99
Newport News & Old Pt. 5s, 1938.....	100	94½	96
Norfolk Railway & Light 5s.....	100	94½	94½
Norfolk Street Railway 5s, 1944.....	100	112½	113½
North Baltimore 5s, 1942.....	100	120½	121
United Railways 1st 4s, 1949.....	100	94½	94½
United Railways Inc. 4s, 1949.....	100	65	65½

Miscellaneous Bonds.	Par.	Bid.	Asked.
Alabama Consol. Coal & Iron 5s.....	93	93½	93½
Atlanta Gaslight 1st 5s, 1947.....	105	105	105
Consolidated Gas 5s, 1910.....	110	111	111
Consolidated Gas 5s, 1939.....	115½	116½	116½
Consolidated Gas 4½s, Cfs., 1952.....	103½	103½	103½
G. B. & S. Browning 1st 3-4-5s.....	55	56	56
G. B. & S. Browning 2d Income.....	27½	28	28
Maryland Telephone 5s.....	100½	104	104
Mt. V. & Woodby's Cot. Duck 5s.....	77	78¼	78¼
Mt. V. & Woodby's Cot. Duck Inc.....	32	34	34
United Elec. Light & Power 4½s.....	97½	98¼	98¼

SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for
Week Ending March 13.

	Par.	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	76	76	76
Alken Mfg. Co. (S. C.).....	86	86	86
Anderson Cotton Mills (S. C.).....	110	110	110
Arkwright Mills (S. C.).....	104	104	104
Augusta Factory (Ga.).....	75	75	75
Belton Mills (S. C.).....	90	90	90
Bibb Mfg. Co. (Ga.).....	102	102	102
Brandon Mills (S. C.).....	106	106	106
Buffalo Cotton Mills (S. C.).....	87½	87½	87½
Buffalo Cotton Mills (S. C.) Prd.....	89	89	89
Cabarrus Cotton Mills (N. C.).....	122½	122½	122½
Chadwick Mfg. Co. (N. C.).....	102	102	102
Chiquola Mfg. Co. (S. C.).....	96	96	96

Clifton Mfg. Co. (S. C.).....	95	102
Clifton Mfg. Co. (S. C.) Pfd.....	100	102
Clinton Cotton Mills (S. C.).....	135	135
Courtenay Mfg. Co. (S. C.).....	110	110
Columbus Mfg. Co. (Ga.).....	92 1/2	92 1/2
Dallas Mfg. Co. (Ala.).....	79	85
Darlington Mfg. Co. (S. C.).....	74	82
Engle & Phenix Mills (Ga.).....	106	106
Easley Cotton Mills (S. C.).....	100	100
Enoree Mfg. Co. (S. C.).....	85	85
Enoree Mfg. Co. (S. C.) Pfd.....	101	101
Enterprise Mfg. Co. (S. C.).....	80	80
Exposition Cotton Mills (Ga.).....	160	200
Gaffney Mfg. Co. (S. C.).....	68	72
Gainesville Cotton Mills (Ga.).....	50	50
Graniteville Mfg. Co. (S. C.).....	125	130
Greenwood Cotton Mills (S. C.).....	98	98
Grendel Mills (S. C.).....	99	102
Henrietta Mills (N. C.).....	200	200
King Mfg. Co., John P. (Ga.).....	90	93
Lancaster Cotton Mills (S. C.).....	100	110
Lancaster Cot. Mills (S. C.) Pfd.....	100	100
Langley Mfg. Co. (S. C.).....	92	98
Laurens Cotton Mills (S. C.).....	171	171
Limestone Mills (S. C.).....	95	95
Lockhart Mills (S. C.).....	101	101
Louise Mills (N. C.).....	95	95
Louise Mills (N. C.) Pfd.....	102	102
Marlboro Cotton Mills (S. C.).....	89	90
Mayo Mills (N. C.).....	180	180
Mills Mfg. Co. (S. C.).....	90	95
Mills Mfg. Co. (S. C.) Pfd.....	100	100
Monarch Cotton Mills (S. C.).....	86	86
Monaghan Mills (S. C.).....	100	100
Norris Cotton Mills (S. C.).....	102 1/2	102 1/2
Odell Mfg. Co. (N. C.).....	95	95
Orangeburg Mfg. Co. (S. C.) Pfd.....	74	74
Sibley Mfg. Co. (Ga.).....	60	62 1/2
Spartan Mills (S. C.).....	131	137 1/2
Trilon Mfg. Co. (Ga.).....	130	140
Tucapau Mills (S. C.).....	142	142
Union Cotton Mills (S. C.).....	129	135
Union Cotton Mills (S. C.) Pfd.....	99	103
Victor Mfg. Co. (S. C.).....	120	120
Warren Mfg. Co. (S. C.).....	99	103
Warren Mfg. Co. (S. C.) Pfd.....	105	105
Washington Mills (Va.) Pfd.....	18	20
Washington Mills (Va.).....	96	96
Whitney Mfg. Co. (S. C.).....	110	110
Woodruff Cotton Mills (S. C.).....	97	105

Dresden, Tenn.—The city proposes to issue \$10,000 of 3 per cent. 20-year water-works and electric-light bonds.

Fort Gaines, Ga.—It is reported that the question of issuing \$50,000 of Clay county road bonds is being considered.

Spencer, N. C.—An election is to be held April 18 to vote on the question of issuing \$70,000 of sewer, street and school bonds.

A report from Nashville, Tenn., says that it is contemplated to cancel \$52,000 of 4 1/2 per cent. Davidson county bonds.

The Bank of Cartersville at Cartersville, Ga., has amended its charter increasing its capital from \$25,000 to \$50,000.

New Corporations.

The Merrill Bank has begun business at Merrill, Miss., with R. W. McLeod as cashier.

The Darlington Trust Co. is reported organized at Darlington, S. C., with \$200,000 capital.

It is reported that local capitalists are making arrangements to establish a national bank at Ozone, Texas, with \$50,000 capital.

The Bank of Commerce and Trusts, recently formed at Richmond, Va., will, it is reported, establish a branch at Church Hill, near Richmond.

It is reported that Sid. B. Norwood, cashier of the National Bank of Cleburne, Texas, has made arrangements for opening a bank at Rio Vista, Texas.

The People's Bank, with \$30,000 capital, has been organized at Wallhalla, S. C., by W. R. Strother, Stiles P. Dendy, Julius R. Earle and C. R. D. Burns.

The First National Bank of Konawa, I. T., capital \$25,000, has been authorized to begin business with W. H. Holman as president and W. R. Mershon, cashier.

The Bank of Allapaha has begun business at Allapaha, Ga., with the following officers: M. J. McMillan, president; J. J. Paulk, vice-president; T. L. Tiller, cashier.

The Bank of Wakefield has been incorporated at Wakefield, N. C., with \$50,000 capital by I. M. Proctor of Raleigh, J. A. Kemp of Wakefield and R. W. Proctor of Raleigh.

Local business men are said to be organizing a bank at Mayo, Fla., and \$15,000 have been subscribed. Officers of the Citizens' Bank of Perry, Fla., are reported interested.

Application has been made by the Bank of Tallhina, I. T., to organize the First National Bank of Tallhina, the present institution to be absorbed in the new organization.

The First National Bank of Evergreen, Ala., capital \$25,000, has been approved. The organizers are Allen R. Jones, C. W. Lamar, C. A. O'Neal, C. S. Rabb and W. T. Shepherd.

It is reported that a new trust and banking institution is to be organized at Paducah, Ky., with \$250,000 capital. The People's Home Purchasing Co. is said to be interested.

The Bank of Jarratts has been incorporated at Jarratts, Va., with from \$12,500 to \$25,000 capital by Dr. O. C. Wright, president, and J. B. Jarratt, vice-president.

The Union Savings and Deposit Bank of Jackson, Miss., capital \$25,000, has been approved. The incorporators are John Hart, S. S. Carter, J. B. Stirling, O. J. Waite and others.

The American National Bank of Mexia, Texas, capital \$60,000, has been approved. The organizers are D. M. Prendergast, J. L. Smith, Jack Womack, J. Sandford Smith and B. S. Smith.

The Temple State Bank has begun business at Temple, Texas, with \$10,000 capital. The officers are A. L. Walker, president; E. E. Shipley, vice-president; Dean W. Cummings, cashier.

The Tallhina Real Estate, Bank & Trust Co. of Tallhina, I. T., has been incorporated with \$50,000 capital by John J. Thomas, D. Thomas, Thomas B. Lunsford and Sam T. Roberts, Jr.

A branch bank has been established at Soper, I. T., by the Choctaw Exchange Bank of Hugo, I. T. The officers are C. Z. Harris, president; Thomas E. Oakes, vice-president; J. T. Jeter, cashier.

The First National Bank of Columbia, Ala., capital \$25,000, has been approved. The organizers are J. M. Koonce, Columbia, Ala.; A. J. Wilson, Morris Wilson, W. F. Oakley, J. E. McNair and others.

Articles of incorporation have been filed for the Building, Loan & Securities Co. of Birmingham, Ala., with \$10,000 capital. The officers are: W. H. Sims, president, and Henry Upson, secretary and treasurer.

The Miami Realty, Loan & Guaranty Co. has been incorporated at Miami, Fla., with \$100,000 capital. The stockholders are W. W. Prout, W. D. Sturtevant, Charles H. Terrell and Mitchell D. Price.

The Mutual Savings Bank of Hartsville, S. C., capital \$50,000, has been granted a commission. The incorporators are M. S. McKinnon, W. C. Edwards, Wm. Egleston, C. W. Coker and H. A. Edwards.

The First National Bank of Hoffman, I. T., capital \$25,000, has been approved. The organizers are E. E. Schook, Henryetta, I. T.; Jonathan H. Osborne, Ira E. Davis, David F. Davis and Charles E. Davis.

The First National Bank of Frankston, Texas, capital \$25,000, has been authorized to begin business with the following officers: George W. Daddle, president; E. L. Jones, vice-president; J. H. Robinson, cashier.

The First National Bank of Malvern, Ark., has been authorized to begin business with \$25,000 capital. The officers are H. A. Butler, president; E. H. Vance, Jr., vice-president, and H. L. McDonald, cashier.

Application for a charter for a new bank to be located at Roanoke Rapids, N. C., has been made by W. H. S. Burghwyn of Weldon, H. C. Cooper, T. M. House, L. C. Lawrence, Jr., J. E.

Wicker and W. D. Bass of Roanoke Rapids.

The Snyder National Bank of Snyder, Texas, capital \$50,000, has been authorized to begin business with the following officers: W. A. Fuller, president; E. W. Clarke, vice-president, and T. J. Grayum, cashier.

The Norfolk Trading Corporation, capital \$500 to \$2500, has been incorporated, with principal office at Norfolk, Va., by H. L. Smith, president; M. B. Crowell, vice-president; H. L. Smith, Jr., secretary, all of Norfolk, Va.

The Newbern Underwriting Agency Co. has been incorporated at Newbern, N. C., with \$2500 capital to do a general insurance business. The incorporators are Samuel Abbott, C. W. Munger, Clyde Eby, T. A. Green and J. W. Stewart.

The Mound City Bank of Moundsville, W. Va., has elected the following directors: President, J. C. Bardoll; vice-president, C. E. Haddox; cashier, H. W. Hunter; Irwin Stewart, David Levi, C. C. Newman and S. T. Courtwright.

The Bank of Mount Airy has begun business at Mount Airy, N. C., with \$30,000 capital. The officers are: J. H. Prather, president; J. A. Hadley, vice-president; W. J. Byerly, cashier, and O. W. Kochtitzky, assistant cashier.

The First National Bank of Excelsior Springs, Mo., has been approved; capital \$25,000. The organizers are A. S. King, 410 New England Building, Kansas City, Mo.; Ira D. Mapes, Charles R. Frederickson, J. H. Rush and C. S. Jobs.

It is reported that the Tuscumbia Bank & Trust Co. of Tuscumbia, Ala., has begun business with the following directors: John E. Delong, president; W. L. Stanley, vice-president; D. Leffoon, cashier; D. O. Matthews, T. F. F. Simpson.

The People's Mercantile Co. of Bessemer, Ala., capital \$4000, has filed articles of incorporation. The officers are S. D. Dooley, president; Rev. G. G. Garner, vice-president; W. B. Smith, manager; R. B. Patterson, treasurer; J. W. Lawah, secretary.

The Lincoln Savings Bank, recently organized at Louisville, Ky., with \$250,000 capital, has filed a charter. The incorporators and shareholders are J. M. Atherton, P. L. Atherton, Brent Alsheler, Bernard Bernheim, Henry Burnett and Frank Miller.

The Valley Bank of McGehee, Ark., has been incorporated with \$25,000 capital. The directors are H. Thane, president; F. M. Rogers, vice-president; J. W. Willoughby, secretary and treasurer; J. Bernhardt, Sam Wolchansky, J. E. Lacy, E. A. Bolton, David A. Gates and Joe Demaske.

The Fruit Growers' Bank has been organized at Greenfield, Tenn., with \$25,000 capital, and business is expected to begin about April 1. The directors are Thomas Coats, president; B. F. Edmundson, vice-president; D. E. Brock, cashier; E. N. J. Brock, H. L. Higgs, J. M. Kirby, W. L. Brown, J. P. Lynn, Thomas Campbell, J. H. Keel and L. R. Pettigrew.

Articles of incorporation are about to be filed for the Grand Avenue Bank at St. Louis, Mo., with \$100,000 capital and \$5000 surplus. The board of directors will, it is said, be composed of E. E. Magill, A. W. Lambert, L. C. McDonald, Meyer L. Stern, R. T. Spencer, Ignatius McMenamy, W. L. Nichols, A. N. Edwards, L. G. Wilson and George W. Winstead.

The Bank of Sunflower of Sunflower, Miss., capital \$10,000, has organized with the following directors: Alex. W. Oliver, president Merchants' and Planters' Bank, Indianola, president; J. W. Rule, Ruleville, Miss., vice-president; J. G. Howell, cashier; A. S. Robinson, L. E. Cleburne, A. C. Craig, M. W.

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Mosby, P. C. Chapman, D. M. Quinn and M. B. Prister.

A new national bank with \$25,000 capital has been organized at Hallwood, Va. The officers are Hon. S. Wilkins Mathews, president; James W. Broughton, vice-president; John T. Lewis, cashier; directors, John W. Taylor, James W. Broughton, James A. Hall, E. H. Conquest, S. Wilkins Mathews, John M. Bloxom, Joseph W. Taylor, Martin Hall and Dr. Frank Fletcher.

Application for a charter for the Mutual Fire Insurance Co. of Savannah, Ga., has been filed by Joseph D. Weed, Henry Blun, J. H. Estill, J. F. C. Myers, Charles F. Fulton, George W. Tiedeman, H. P. Smart, Albert Wyllie, M. B. Lane, J. A. G. Carson, William Kehoe, Edward F. Lovell, Alexander R. Lawton, John Flannery, J. M. Lang, S. P. Shotton, T. M. Cunningham, Jr., all of Chatham county.

[For Additional Financial News, See Pages 36 and 37.]

